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CHOICE LIQUEUR
SCOTCH WHISKY
PER DOZEN ... \$20.00
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Hongkong Daily Press.

ESTABLISHED 1857.

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No. 13,943 號三十四百千壹萬第

日一十月月陸年十二緒光

HONGKONG, FRIDAY, AUGUST 1ST, 1902.

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AUSTRALIAN
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This World-renowned
Fine Old Malt Whisky,
Sole Shippers—CUTLER, PALMER & CO.,
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SIEMSEN & CO.
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PRICE \$1.25 PER DOZEN

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9.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 10 minutes.
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1.15 p.m. to 1.45 p.m. Every 10 minutes.
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SPECIAL CARS by arrangement at the Com-

pany's Office, 38 & 40, Queen's Road Central.

JOHN D. H. HARRIS & SONS,
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Hongkong, 1st October, 1901.

288

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PORTLAND CEMENT

\$5.50 per Bag of 50 lbs. net at Factory.

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SHAW, TAYLOR & CO.,
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ELGIN ROAD, KOWLOON.

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A First-class Hotel with thirty-five very

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Board and Residence

By the day, ... From \$5 to \$7.00

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Everything of the Best.

Dinner Parties by Special Arrangement.

Billiards (Thurston Match Table).

Most perfect out-of-door arrangements.

Food both in European and Eastern styles.

H. BUTTONE,
Proprietor.

Hongkong, 25th November, 1901.

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SPARKLING CHAMPAGNE CIDER
PER CASE OF 1 DOZEN QUARTS—\$7.50
DELICIOUS DRINK FOR THE HOT WEATHER.

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Diet in Relation to Age and Activity, ... 1.90
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Their Brands are favourably known all over the World.

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SUPERB OLD COGNAC,
\$23.75 PER DOZ.

C.P. & Co.'s INVALIDS' PORT
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This fine Wine is old, soft, and of grand flavour.
See analysis and certificate by Professor Cassal.

DOURO PORT,
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A fine, full, and fruity wine.

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\$17.50 PER DOZ.

A natural and most pleasant wine to the taste.

BENEDICTINE LIQUEUR—
D.O.M.,
\$41.75 PER DOZ.

EVERYBODY SHOULD TRY THESE ITEMS THEY ARE UNEQUALLED AT THE PRICE

AGENTS—SIEMSEN & CO., HONGKONG.

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NEW GOODS.

BATHING DRESSES AND DRAWERS,
A.S.A. SWIMMING COSTUMES,
BATH ROBES,
BATH BLANKETS,
BATH TOWELS,
THIN TROPICAL BLANKETS,
&c., &c., &c.

LANE, CRAWFORD & CO.

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UNITED ASBESTOS ORIENTAL
AGENCY (LIMITED.)

HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS, FOR THE
UNITED ASBESTOS COMPANY, LTD., LONDON.
CONTRACTORS TO H. M. GOVERNMENT.
MANUFACTURERS OF THE BEST QUALITIES OF ASBESTOS PACKINGS &c.,
"GLADIATOR" Packing for High Pressures. Recognized by leading Engineers to be the
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Piston and Valve Rods, and is absolutely impervious. "GLADIATOR" and "VICTOR"
METALIC BOILER JOINTS as SUPPLIED TO H. M. and other FOREIGN NAVIES
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FUNNEL PAINT. "SALAMANDER" Lubricating and Cylinder Oil of the Best Quality.
"CASTRICEDALE METAL" Anti-friction Plastic Metal, recognized by engineering experts
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ESTIMATES GIVEN FOR EVERY DESCRIPTION OF WORK.
Chief Superintendent ... THOMAS SKINNER.
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CHAMPAGNE "MONOPOLE."
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CARLOWITZ & CO. Sole Agents.

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CIGARS NEARLY FREE
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MANUFACTURED BY

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TOBACCOS, and although nearly all the Nicotine, so injurious to health, has been

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may smoke them without the least danger or inconvenience.

The enormous consumption of these Cigars is the surest guarantee for the genuineness of

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100 per cent.

Analysis of 15th March, 1900.

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Analysis of 15th March, 1900.

100 per cent.

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A First Class Hotel in every respect

Elegantly Furnished Reading, Music, and

Smoking Rooms.

Dining Accommodation for 250 persons

Hydraulic Elevators to every floor.

Cuisine of the best.

Hot and Cold Water throughout

Wines and Groceries imported specially from

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Electric Lighting in the Billiard Rooms.

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North-East Monsoon and Open to the South-

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	Per 12	Per 24
	Qts.	Pts.
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ST. JULIEN, ...	9.00	9.60
LA ROSE, ...	12.00	13.20
CHATEAU HAUT		
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CARNET, ...	30.00	
CHATEAU RAUZAN, ...	42.00	
CHATEAU LAFITE, ...	48.00	

These CLARETS are specially selected and obtained from the LEADING FRENCH GROWERS; they are of exceptional value and in fine condition.

CHATEAU LA TOUR CARNET,
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are recommended to the notice of Conn ois
seurs as high-class after-dinner Wines.

We guarantee our Wines and Spirits to
be genuine only when bought direct from
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Agents at the Coast Ports.

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THE HONGKONG DISPENSARY.

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ONLY communications relating to the news columns
should be addressed to THE EDITOR.
Correspondents must forward their names and ad-
resses with communications addressed to the Editor
not for publication, but as evidence of good faith.
All letters for publication should be written on
one side of the paper only.
No correspondence should be published unless it has
already appeared in other papers will be inserted.
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hour the supply is limited. Only supplied for Cash.
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Litho's
P.O. Box, 32, Telephone No. 12

DEATHS.
On the 21st July, at the General Hospital,
Singapore, WILLIAM FERN ELVER, aged 44 years.
at "Beechview Cottage," Singapore, Victoria,
son of JOHN FERNIRA, aged 5 years.

The Daily Press.

HONGKONG OFFICE: 14, DES VUE ROAD C.
LONDON OFFICE: 181, FLEET STREET, E.C.

HONGKONG, 1st August, 1902.

We are told by REUTER'S telegram of the 29th July that the commercial community at home is well satisfied with the terms of Sir JAMES MACKAY'S agreement with China. We have had but a few outlines of the final form of this agreement, though we learnt a few days ago that China had unconditionally accepted the draft of the proposed treaty. The latter expression, however, is in no danger of misleading us into thinking that China has given in to all that Great Britain has asked for, since we are already acquainted with the previous abortive attempts to arrive at harmony. What REUTER gives us as the main points of the new treaty are these. China has agreed to abolish *tekin* taxes throughout the Empire, in return for consent to a surtax which will bring the taxation on foreign imports up to between ten and eleven per cent. *ad valorem*, according to the present system of valuation. China will also open the five new Treaty ports of which we spoke yesterday. Great Britain, on the other hand, has "expressed her willingness to support China in her policy of reform." We wrote in our issue of the 29th ultimo on the subject of the abolition of *tekin* and did not find it possible to hope much from the abolition of the dues, it being practically certain that the local officials would find some means of exacting the same charges under a different name. How Sir JAMES MACKAY'S treaty proposes to guard against this we cannot tell. We fear that the vast difficulty of the operation lightly called "the abolition of *tekin*" cannot be expected to strike those who have not at least passed a considerable part of their life in China ports. The best

authorities in Great Britain and China are to be consulted, Lord Lansdowne said on the 19th July, before accepting the proposal of Sir JAMES MACKAY. Yet the treaty is spoken of now as if it were practically arranged. Perhaps Lord Lansdowne intended to convey that the authorities would be consulted on the manner in which the abolition of *tekin* was to be carried out. We fear in that case that they may have some difficulty in arriving at a satisfactory agreement. In some ways there is hardly a more revolutionary step which would be suggested in Chinese administration than this attempt to do away with the immemorial "squeeze" of the provincial authorities. Having obtained from China the promise to abolish the vexatious imposition, we shall be worse than foolish if we grant what is after all a very large surtax on our imports and then allow a tax similar to *tekin* to creep in again. Yet, as we have already said, it is difficult to suggest any form of guarantee the Chinese Government could be made to give that would prevent it from creating a new tax to take the place of *tekin*. There are already the salt and opium barriers, about the abolition of which we have heard nothing, which could readily be converted into a new kind of *tekin*. On the whole, it seems probable that before the treaty is actually signed, the whole *tekin* question will be thoroughly gone into at home, with the assistance of expert advice from European commercial men in China. And we should not venture to prophesy that the result of the deliberations will necessarily be the abolition of *tekin*.

One other point in the terms of the agreement, as announced telegraphically, also fails to inspire much satisfaction. Great Britain has expressed her willingness to help China in her policy of reform. This is diplomatic language, but it seems rather absurd to talk of China's policy of reform. Since the return of the Imperial Court to Peking it is the reactionaries, not the progressives, who have been gaining strength, and it would seem therefore to need much more than our "willingness to help" to enable the few enlightened officials to start China on the way to reform. It looks improbable that any reforms not specified in treaties will be carried out in China for many years yet to come.

We call our readers' attention to the programme of the Coronation celebrations appearing to-day in another column.

Five Chinese plague cases, all fatal, occurred in the 24 hours ending at noon yesterday. One body was found in the street. The year's cases now number 513.

O. Priests of the 10th ult. stated that of late large quantities of opium have been imported into Macao, and adds that their supposed destination—the arms not being required for use in Macao—is the interior of China. The journal comments on the complications that might arise for the Portuguese Government, and draws the attention of the Ministry of Marine to the matter.

At the Police Court the other day a Chinaman was charged with having five frogs without a licence. Diving a hand into his wallet, he pulled out a squirming lizard, which he held up in front of the magistrate, exclaiming: "No, I wasn't hawking frogs; this is what I was hawking." However, the sale of lizards apparently requires a licence quite as much as does that of frogs, and the hawker was fined a couple of dollars.

We note in the list of Coronation Honours, published in full in the *Times*, the name of Commodore Francis Powell, C.B., who has been made a K.C.M.G. It is curious that Reuter should have omitted mention of this when telegraphing the local honours. Probably the fact that Commodore Powell had but just left Hongkong escaped observation. His numerous friends in the colony and the Fleet will receive with much pleasure the news of the honour conferred on him, which was undoubtedly deserved.

A fatal accident occurred on the Singapore-Kranji Railway on the 18th ult. A Chinese coolie employed near Bukit Timah imprudently attempted to jump from one track to another as the train was slowly moving along the line. He missed his footing and fell on the rails between the tracks, having both legs smashed, and being injured so severely that he died in half an hour. The *Singapore Free Press* says:—The as yet incomplete fence to the line, and at the level crossing, the way children wander about and men walk across the track, will necessitate extreme caution in working the line at first.

A gentleman residing in Kowloon has a grievance to ventilate, one that concerns the Sanitary Board. He says that on the road leading past Tsimshatani Police Station there is daily to be seen—and smelt—a Sanitary Board dust-cart laden with evil-smelling offal, which is strewn also on the surrounding roadway. Every day the cart is there, and indeed seems to have been constituted a permanent feature of the landscape. The sight and odour are disagreeable, adds our correspondent, who concludes by asking what should be done. We do not know; perhaps a note to the Sanitary Board officers would have a salutary effect. Anyhow, we should advise our correspondent to try it.

The next Red Cross Congress will take place at Tokyo.

Rear-Admiral Grenfell arrived at Chumalpo on his flagship *Albatross* on the 23rd ult.

The administration report on Po-ak for 1901 has been published. The figures given show a heavy revenue increase, and an export of 32,000 tons of tin against 21,166 tons in 1901.

The Coronation celebration at Nagasaki will be held on the 9th November; King Edward's birthday. Some residents have raised an objection because the 9th November is a Sunday.

According to the *Petit Parisien*, the French Government, being satisfied with the result of the trial of a new nitro-glycerine powder, has secured the patent rights from the inventor.

As a consequence of the prohibition of emigration to Hawaii, more than 150 people who embarked on the *America* *Maru* at Nagasaki and Kobe were ordered to leave the ship at Yokohama on the 22nd ult.

The local agent of the Pacific Mail Steamship Co. informed us yesterday morning that the *City of Peking*, which broke her thrust shaft and block and was anchored at the east end of Kureshima Straits, in the Inland Sea, has been towed to Kobe, arriving there yesterday morning.

According to telegrams in Canadian papers, in the Oxford and Cambridge Cricket match on the 3rd-5th ult. Oxford made 206 and Cambridge 186 in their first innings. Oxford continued with 251, and as Cambridge won by 7 wickets, the Light Blues must have over 271 for 3 wickets in their second innings!

Strict quarantine is being enforced by the Russian Government at Port Arthur, says the *Nagasaki Press*, in order to prevent cholera and all ships are thoroughly disinfected. In order to separate the residences of Chinese labourers have been removed to new quarters, and their old houses have been burnt down.

An Associated Press telegram from Manchester last month says:—Baron Bernhardti definitely announced here to-day that arrangements had been completed for Maudie Adams to play Juliet to Mrs. Bernhardti's Romeo during the visit of the French actress to America in 1903. It is sad to see a great actress thus wasting her talents on ridiculously unsuitable parts.

According to a telegram from Washington, it is stated there that Signor Mayor des Planches, the Italian Ambassador, may ask for an apology from the United States on account of the comment on the state of Italian goals contained in the endorsement on the findings of the American Court of Enquiry into the conduct of the officers of the United States warship *Chicago*, who were arrested at Venice in April last.

Speculation, says the *Perak Pioneer*, is rife on the appointment of a Substantive Resident to the Southern State. *Inter alia*, the odds are now said to be in favour of Mr. Walter Egerton, C.M.G., of the Straits Civil Service now on his way out from home. Should he be the selection, this Federation will acquire a conspicuously able Administrator and zealous all round lover of sport, whose high reputation is common property.

At a parade at the Royal Marine Barracks, on the 24th June the following received medals for service in China, at the hands of Mrs. Corbet (wife of the colonel-commandant, Col. A. D. Corbet, C.B.):—Capt. E. J. Stroud, Sergeant W. H. Vincent and W. Gregory, Bugler C. H. Kimmings, and Privates W. Fry, W. Schofield, E. Packwood, J. Kafferty, J. Hamilton, T. A. Brown, A. T. Cokes, R. McDermid, J. Gillard, A. Young, J. R. Brewster, N. Viney, W. R. Bull, A. Terry, H. A. Moore, S. Keoch, P. Sweeney, P. W. Roman, D. McKay, F. G. Wood, G. Gibson, R. W. Francis, A. C. Kew, L. B. Wills, W. G. Eades, W. L. Cook, and J. W. Maca.

Reuter's agent at Constantinople, writing on June 22, says:—The British colony here consists of four cricket clubs, one of which has its ground on the Okmeidan, a roomy plateau situated just outside the town, which also furnishes an excellent golf course and polo ground. Last week, while a match was being played, a certain pasha, whose connection with the secret service is notorious, happened to pass over the Okmeidan and noticed the crowd of onlookers was larger than usual, the day being a general holiday. A couple of days later the British Embassy was notified that permission to play "ball" on the Okmeidan was refused by Imperial Irad, and a request was added that play should accordingly be stopped.

The *Shanghai Mercury* gives the following account of the drowning of Mr. Roberts, the missionary at Weishaiwei:—A very sad death occurred here the other day to a bathing party consisting of Dr. N. Case and Mr. Roberts. They were habitual bathers and usually took a native sampan from which they dived off, the sampan-man keeping near them. This day, however, a small foreign boat was offered them and accepted. They pulled out and jumped aboard, when Mr. Roberts immediately began to call for help. Dr. Case did not at first take much notice of this, thinking it was only fun, but so soon as he realised that his friend was in danger he at once went to the rescue. In the meantime, however, the little boat was drifting away, and although Dr. Case tried his best to save his friend, he was unable to keep him afloat long enough to reach the boat.

Further important developments in green tea manufacture may be shortly expected, says a Calcutta telegram. An invention for colouring tea on the Chinese style, but by machinery on a large scale, will be put on the market here. The process of colouring is a trade secret at present.

It is reported from Peking that certain French and Russian capitalists have lately been trying to obtain from the Department of Railways and Mines in the capital a concession to construct a railway between Foochow and Hankow. The proposed railway on leaving the Fokien frontier will enter and pass through Kiangsi and thence into the Hupeh provincial boundaries. The Foochow-Hankow Railway will not touch the proposed Canton-Hankow, or Yueh-Han Railway, which will pass through Hunan province and thence into Hupeh.

In spite of the great technical difficulties involved in constructing a railway over mountains, streams, and hilly country, from Vladivostok to Nakhodka Bay, the work, says the *Norve Vremya*, is to be taken in hand during the present summer. It is reported also that another railway will be built from Tishahar to Blagovesthenik, and that the Imperial authorities have decided to build the projected line from Ferenak to Khabarovsk and also a line of railway from Vladivostok to the Chinese town of Hunchun. This latter line will be about 95 miles in length. Hunchun is near the Russian settlement at Novokiofak, and is Russia's outpost on the Chinese and Korean frontiers. Thus, from a Russian standpoint, a railway to Nakhodka is greatly to be desired from purely strategic considerations, for it will serve the entire coast line.

Alarming rumours having been current among the best informed colonial circles in Paris regarding the situation in Siam, the *Eclair* (Paris) asked for information from a highly-placed individual who is likely to know the true state of affairs. "The pessimistic rumours at present in circulation regarding the gravity of the Siamese question," he says, "are inaccurate. Some time ago there were indeed grave disorders in Siam. We could hardly tolerate them, and we gave this to be understood. Thereupon the Siamese Government, perceiving that the situation might at any moment become serious, took the necessary punitive measures. To-day all danger is over; the latest reports received from that quarter are altogether reassuring, and the future may be contemplated without apprehension. In authoritative quarters the sending of a military expedition to Siam is not contemplated."

Admiral Dewey, giving evidence before the Senate's Committee on the Philippines on the 26th ult., made a positive statement to the effect that Manila had been surrendered to him at the time the Spanish fleet was sunk, and when the city was actually handed over it was in possession of a definite understanding between himself and the Spanish Governor-General. The latter wanted to surrender the city to him after the destruction of the fleet, and he would have accepted the normal surrender then if he had had 5,000 troops to garrison the place. Admiral Dewey further said that he never recognised Aguinaldo's Government. The Spaniards would enter. "Not a gun need have been fired but for the desire of the Governor, who said that his honour demanded a few shots. The Spaniards did not fire because he (Admiral Dewey) warned them not to. Admiral Seymour advised Aguinaldo to treat the Americans as his best friends. Admiral Dewey stated that it was he and not the Philippines who captured Emilio Aguinaldo. He took possession of Subig Bay because a German warship was preventing Aguinaldo from passing."

WEATHER NOTICE.

The following was issued from Kowloon Observatory yesterday:—On the 31st at 11.15 a.m. The barometer is still falling over the Philippines owing to the depression to the Eastward of Luzon.

The barometer has risen over the S. coast of China; fallen in N.E. Japan, the Northern depression having approached the Northern Islands.

Moderate S.E. and E. winds on the China coast.

Forecast:—E. or variable winds, light; fair.

RESCUED FROM AN UPTURNED JUNK.

While patrolling in the vicinity of Cheong Hwe island the other day, No. 2 police launch came across a junk floating bottom-upwards. The accident could not long have happened, for two men were swimming in the water and eleven other of the occupants were clinging to the bottom of the junk, where they were probed in comparative safety. Sergeant Ashmore was in charge of the police launch, and he had a boat lowered and rescued the unfortunate people, who, when they got on board the launch, informed him that the master of the junk was imprisoned in the cabin. Taking with him an axe, Sergeant Ashmore was rowed to the junk, on to which he climbed and knocked in the bottom a hole through which the Chinaman, frightened but none the worse for his adventure, was drawn to safety.

LATEST STEAMER MOVEMENTS.

The P. & O. steamer *Moscow* left Singapore for the Port on the 30th ult. at 10 a.m. The "Barb" Line steamer *Leather Castle*, from New York, arrived at Singapore on the 30th ult. and sails for Hongkong via Manila to-day. The N.P. steamer *Olympia* arrived at Tacoma from Japan and Hongkong on the 29th ult.

TELEGRAMS.

REUTER'S SERVICE.

London, 29th July.

THE COMMERCIAL TREATY WITH CHINA.

The commercial community are well satisfied with the terms of Sir James Mackay's agreement with China.

THE AFRICANERS' FUTURE.

General Botha, speaking at Stellenbosch, Cape Colony, declared that the Afrikaners were educated and that they need not make room for anybody.

General Delarey declared that South Africa could be happy under one flag.

London, 29th July.

THE AGITATIONS IN FRANCE.

The agitators in France against the anti-clerical measures of the Government are generally subsiding.

MR. CHAMBERLAIN ON SOUTH AFRICA.

Mr. Chamberlain, who on the occasion of the Colonial vote made his first appearance in the House of Commons since his accident, was warmly cheered. He said that the conference of Premiers would, he believed, make an important step towards the entire union of the Empire. The Government intended to observe both the spirit and the letter of the peace terms in South Africa, and were desirous that the Boers should preserve their old traditions, and unite with us in securing the prosperity of South Africa. The Government would not interfere with the development of the mines, but it was perfectly just to lay a portion of the cost of the war thereon. It was anticipated that a certain proportion of surplus of Transvaal income over expenditure, from these sources, would provide sufficient funds to justify a loan, to defray the cost of the war. Full self-government for the new colonies would not be delayed a moment longer than necessary.

KWANGSI.

Kueilin, 2nd July.

I write from a city stricken with a violent epidemic of cholera. In my last communication I mentioned that there was cholera. Since then it has increased to such an extent that people are dying by hundreds daily. Two days ago I heard that 405 corpses were carried out of the West Gate alone. Another report says that over a thousand have died outside the North Gate, where the suburb is not particularly extensive, and the mortality is particularly heavy. Whole families are reported to have died. The beggars are by this time extinct. Among such people few can have survived. They are to be seen dying everywhere, and numbers more are put out to die. The top of the wall is a favourite place for such, as is also the King City Square in front of the Examination Halls. There, any numbers can be seen in all stages, dying and dead. It is most pitiable to see and to be powerless to do anything to help. The supply of coffins has long since been exhausted. Now all the tub and bucket-makers and the ear-potters are making any sort of coffin to try to meet the great demand. But still this is not enough, for I hear that numbers are being buried, merely wrapped up in matting, often two and three together.

A GREAT STORM.
The weather for the past fortnight has been very bad, perhaps in part accounting for the great mortality. The great heat broke with thunder, but on Sunday, 22nd June, there was a tremendous storm for nearly the whole day. In fifteen hours about fifteen inches of rain fell, causing a tremendous flood within the city, the ordinary channels being unable to carry off so much water. Numbers of houses were flooded out, and of the rest very few roofs were in a condition to stand such rain. The temperature also falling considerably caused almost the whole population to catch chills, and this has been ready to succumb to the prevailing cholera. Since then the weather has been very wet and miserable, and for the past two days the rain has been steady, and a cold north wind blowing. With a change to drier weather I think the disease would lessen. The population of the city has been using various means to get rid of the sickness, but processions and hangings of gongs are of little avail. If the same effort was expended in cleaning the city—and generally speaking it is not a dirty city—and in exhorting the people not to eat uncooked fruit and half-cooked vegetables, much better results could be looked for.

ITEMS OF NEWS.

No news whatever of the rebellion; possibly the wires are out Nanning way.

The price of rice is now about \$4.00; a high price for these parts. —N.O. Daily News.

One of the strangest and most unexpected of the uses to which we could imagine a leg as being put is that of an organ of hearing. Yet such seems to be one of the functions of the fore-leg in the cricket. On the outer side of the fore-leg is a small oval space, may be seen, in which the strong membrane which covers the rest of the body is reduced to a thin and membranous condition, making thus a sort of window or drumhead. Communicating with this, inside the leg, are the ends of a nerve, and it can hardly be doubted therefore that the whole apparatus constitutes an auditory organ. —Knowledge.

CHINA FOR THE CHINESE.

[FROM A CORRESPONDENT.]

Chinwangtao, July, 1902.

Law, as may be the Chinese in political morality, and empty as may be the pleasant outgivings from Peking concerning reform, foreign residents hereabouts have never had reason to be sceptical as to the goodness of native commercial insight. They speak almost in awe of the wealth that may be drawn upon occasion, and as often as desirable, from treasure stores that seem to replenish themselves like an inexhaustible well. If the instinct that has usually guided bright ventures for profit still follows an unerring course, this port is destined to become one of the most important in the North. The investment now proceeding here begun with money and under direction wholly native. Participation in it now by persons not Chinese indicates such eagerness to be in level-headed company as to have created an active demand for shares, at 30 per cent premium, at a time when no dividend may be said to be in prospect, and when the outlook for plans for attracting business must be content to be regarded as speculative. In order to become profitable as a port of general commerce, Chinwangtao must enter into rivalry with ports so well known as Chefoo, Tientsin, and Newchwang, leaving out of account the ambitions of the Russian ports that are preparing to introduce by way of the Liaotung Peninsula. Trade in the North would seem already to have fairly well developed through the enterprise of ports long sought and highly favoured, and these ports feel quite confident to be able to take care of any growth that improving conditions may foster. Yet plans go on with as much vigour and lavish outlay as if large returns were fully assured, and when the improvement is finished, the port will be equipped to give place room at all seasons to ships of as heavy draught as any that pass through Bue.

While the management of the China Engineering and Mining Co. which directs the present work would hardly undertake the facilities which the port must afford for increased output of coal, which the hills for miles back contain, talk heard here just now substantiates that interest to expectations on broad commercial lines. The argument is that since coal might be shipped in unlimited quantities from a common harbour, there could be no good reason for superior accommodation, unless general trade could be captured and held. Unreass of capitalisation from £500,000 to £1,500,000 could not have been urged for mining development; for the reason that the mining property was in hand before a suggestion of the increase, and its successful operation. Therefore the difference between the two sums may be said to represent native confidence in the trade growth of an already busy region. It is upon the prospect of such growth rather than upon expectation that other northern ports will suffer in business activity materially, though the considerations much more far-reaching than those heretofore brought to public attention are involved in this movement. Enough has been said of the advantages of Chinwangtao, and a picture for commerce all the year, on a scale where commerce comes to a standstill for four or five months; nearly every port is made unapproachable by ice, to render sufficient at this time a mere reminder of that advantage. Yes, the harbour remained open in other years without being as other than a convenience to shippers, belated elsewhere, who were driven here and had to wait. The best that might be said of this port was that ships might come offshore in winter, and risk getting their cargoes in over the ice, or through the breakers that cover the shoals for some distance from shore. Now there has been dredging, and two piers, still advanced in construction, will project for 1,500 and 2,000 feet respectively and furnish moorings alongside where the depth of water will be twenty feet at low tide. Railroad tracks will be run out to the end of the piers, and as these tracks connect a few miles inland with the Imperial railway, it may be possible with a single handling from the ships, to transport goods to any place in the interior reached by the Imperial lines in much less time than it takes to lighter cargoes ashore at other ports, where they must be subject to further handling, and to further delays, before they can be fairly started toward their destination. Consistent respecting by this route will get the benefit of quicker deliveries and some small saving in cost than by other ways. Chances for business will attract to this place "boomtown" houses. The Company proposes to invite investment of this nature, by offering land at low prices, preferring to sell close to the coast for the sake of expected returns in trade than to hold out for profits which might deter merchants from coming. Disposition in this regard, while not openly avowed, is believed to incline toward native settlement of the overseas order, and thereby may be a menace to other ports as threatening as that provided by superior port accommodations. The movement reported from districts a little farther South, to establish native connections with foreign manufacturers, and cut into the business of foreign commission houses, may receive here strong impetus. As natives have always had the interior connections, such opposition to native schemes as may be met inland must come largely from natives in the employ of foreign houses; and while blood and water are commonly supposed to be of about equal thickness in these parts, it seems probable that a developing tendency to encourage trade operations wholly native will deprive that sort of rivalry of acid qualities early in the proceedings. There may be such impulse to trade, when natives shall become independently concerned in it, as to extend the lease of foreign houses for a long time, where connections are well fixed, but the process is an undermining.

one, and the prediction would not be far-fetched which foresees for some of the foreign interests now represented in the North the necessity of working harder than ever before to gather fresh trade, if not something of a struggle to retain that which they think they own.

Chinwangto promises in the future to become a centre for native energy in the contest for the trade of the North. By intuition, as well as from necessity, the consuming masses of the North count most carefully their outlays. No one can appreciate this condition better than the native merchants. Considerations of outlay apply in this region, quite as much as in any other part of the empire, to money in the very smallest denominations. As time here has not yet acquired value to be weighed against copper cash, the expectation may be warranted that ability to undersell by money fractions so small as to seem almost inappreciable, by western standards, may turn out to be a very wide range of territory. Foreign houses always had to sell with reference to the reason. Whatever precautions they may take to stock up heavily enough in the months of open navigation to tide over the closed months, invariably heretofore scarcely has occurred in many quarters, and prices have advanced generally, in winter. If ships may visit a port never closed and load their cargoes directly on cars, there will be a considerable diversion of trade in favour of houses that can keep supplies and prices reasonably constant, and that shall set out on a trade hunt with a declared policy of doing business on the smallest possible margin of profit. There is reason to believe that such a policy will be profitable. Wages are not increasing, except at commercial places where foreign houses have located. The native masses find it much more easy to get good pay for labour, or for their produce, among foreigners than among their own people. Since it is impossible that the great body of consumers should come within the area of this kind of benefit, trade in general is just now hampered, rather than helped. The downward tendency of silver is responsible for the new condition. Native reckoning has not yet advanced to a real conception of the difference between bullion and money. There is little reason why the common understanding in this part of China should advance.

Encouraging as have been the trade returns in the North this year, they would have reached greater volume had not the decline in silver so advanced the silver price of goods as to shut off various large negotiations that had been pushed nearly to the contract point. Native merchants, accustomed to dealing in dollars, basing estimates on prices paid to the agents of manufacturers last season and unable, or unwilling, to consider any other form of money, could not see why all goods quoted at no advance on the gold price of last year, should now require in payment more silver dollars than goods of that class did before. They did not wish to understand the reason, and those who said that they did understood it decided to close contracts on the ground that however enlightened they themselves might have become on the subject, their customers had so much trouble to pay the prices demanded last year, that they could not afford the advance and that it would be quite useless to lay in stocks for them, since if everyone of them should become conversant with the philosophy of exchange and quotations, that understanding would add no cash to their slender stores, and the goods would remain unsold. Clothing must be paid for at some time, and the gold price must be paid, no matter what the quotation for silver may do. This prospect would turn to the credit of foreign houses, to be expressed in accounts later on, were it not that native opportunity arises from it, and that native capital and commercial skill have joined to relieve the situation and supply and anticipate demands on terms of which foreign houses have not dreamed, and which possibly none of them could be induced to favour. Foreign organisation could hardly be devised—certainly not at short notice—to deal efficiently with the mass of native credits. The syndicates of native capitalists who have undertaken to try to capture trade find the field in readiness for them as soon as they enter it, and instead of having a struggle, trade actually awaits them.

This place promises to be the scene of some of their work. They have gone deep into their treasure-boxes to provide the wherewithal for what they have to do. So far as now appears, they must carry stocks and credits for inland merchants not only on easier terms than the old native banks would extend, but with lighter impositions than the competitors of foreign houses could possibly arrange. An inland merchant with whom they think it safe to deal will be favoured with goods and credits to almost any extent that he may ask, under conditions that will not bear heavily upon him and which will yet enable him to give his customers the lowest prices and the longest credits that the market will warrant. In time the customer must bow to the apparent advance in prices, but while reconciling themselves to that blow at their calculations, they need not go without clothing of which most of them stand in need, household as well as store stocks having run out in the last year. Since the syndicates cannot expect indulgence from the manufacturers of the goods sent to the market, but must be prompt in payments, in order to ingratiate themselves with the manufacturers, now for the first time dealing directly with native buyers, the capital required for the operation may well be enormous. To the extent that this enterprise may succeed, foreign commission houses must lose trade that might have been theirs; and they may feel more immediate effects of the movement by losing also much trade which they felt they had secured. The territory to be fed from this point will overlap foreign connection obtained at Tientsin on one

side, and Newchwang on the other, extending through a belt of country that is populous and profitable. Should the port become a favoured one, there is no reason in sight why it should not import cottons, flour, timber, and tobacco well over the Manchurian border and out toward the plains, and gather in return for export the wool, hides, and straw-braid supplies which the natives over that territory usually exchange for the supplies they need. The port could not expect to enjoy more than a share of such trade; but the greater the need of inland merchants and consumers for long credits the more business will this, or any other stronghold of native capital and energy be able to secure; and if patience and money hold out, it is difficult to see how foreign commission houses can avoid feeling that there is a determined effort to make them work hard to stay in this section, or to crowd them out altogether. This is a good place for a test of commercial strength. It requires boldness to make it, as well as money, for the foreign hold has always been strong, and an effort to loosen it must be ambitious enough to command respect. It has not been definitely disclosed who compose the native syndicates which are entering the field. It is said that syndicate operations will cover not only Chihli, Manchuria, and at least the borders of Mongolia, but that they have been enlisted to try also the territory sweeping southwestward from Chefoo, and that capital and credits behind them represent \$50,000,000 tools. Since American goods alone worth one-third of that sum enter the territory in which the enterprise will pursue its activities, it may be generally calculated that in establishing credits in America and in Europe, whereby manufacturers in those lands would be offered cash for goods, at least at the beginning, in the conduct of a banking business in the North, which would permit native merchants to carry normal stocks, and let payments for them run from six months to a year; in encouraging consumption and widening the market by enabling merchants to give consumers as easy terms as they think will be safe; and in the infinite detail attendant upon spirited competition and in impressing natives with the desirability of confiding native trade to native agencies, a capital as large as that of the foreign commission houses in the North would not be excessive. These who speak for this enterprise say that if patriotism and business do not go hand in hand, sentiment here may fairly be expected to look favourably upon a project which seeks to turn to home channels, benefits that have heretofore accrued to outsiders. A plan so ambitious cannot be expected to acquire full momentum for some time, and foreign influences may contrive means to sidetrack it. Effort in that direction must be applied quickly, for a movement which commands admiration for its daring cannot at the same time be checked with as little difficulty as at the beginning. Those who have interested themselves in it, while actuated by commercial motives, are not stimulated by a racial pride, in great danger of being excited in the foreign scramble for gain in this region unless some drastic means be adopted to protect it. They are convinced that battles in politics must be uneven, with the advantage on the outside. The territorial absorption which they have witnessed, they cannot hope to control, and they have no thought, from any indications that they can see, of any reversion of land practically alienated from the empire. Aware of their strength as traders, they regard its use as the only chance of saving for the Chinese the prizes which an industrial China holds out. This spot appeals to some of them as suited to that sort of effort. Its accessibility at all seasons, its convenience for inland transportation and a present control of it largely native, combine, in their view, to give it advantages. The coal projects of the company indicate a fresh awakening on Chinese behalf. There are coal-hills in great tracks, and when the output shall reach 3,000 tons per day, as is expected by the time the port improvements are completed, the company hopes to exclude the monopoly which foreign coal has at China ports. Just now in this region native capital seems alive to opportunities that may soon prove elusive and it seems earnestly disposed to make the best port on the North coast the centre of its activities.

THE BANGKOK POLICE.

Mr. Eric St. J. Lawson, Commissioner of Police, Bangkok, refers in a letter to the *Times* to the recent rumours that England maintains in Bangkok a Police force of 1,500 men. Accordingly he sends a statement of the exact facts in this matter:—

The total strength of the police force of the city of Bangkok on March 31 last was 1,229 men, composed of—Siamese, 1,135 men; British, 3; Eurasian, 1; Indians—registered, 1,328 men; non-registered, 1,381—total, 2,709 men. Some of the non-registered Indians are not British subjects at all but come from the Afghanistan side beyond the British borders. Such men are the Jews of the East, and are to be found all over the East wherever good wages are to be earned or money made by petty trade. Out of the above grand total of 1,919 men 170 are not paid by the Government at all, but are employed as night watchmen by private firms and gentry. Of these 170 men 50 are Indians, so only a total number of 130 Indians were actually being paid by the Government on 31st March last, and of this number only a very small proportion were registered British subjects. It may be asked why it is necessary to employ any Indians at all in the Bangkok police force. The reply is that in the Southern portion of the city, near to which the European shipping is moored, where many Indians live, and where there are several large rice mills, with crowds of dangerous and turbulent Chinese coolies, it is desirable to employ policemen of a larger physique than is possessed by the average Siamese. The Siamese policeman, though brave enough, is of small build, and is, naturally, at a great disadvantage when it comes to tackling a drunken European sailor or loafer, or in facing a gang of big and mischievous-looking Chinese secret society coolies. Africans and Sikhs are, in physique, among the best nations in the world, and the few of them that are employed and paid by the Siamese Government are confined in their duty exclusively to the southern portion of the city, where their services are specially necessary.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

THE FORTHCOMING RACE MEETING.

TO THE EDITOR OF THE "DAILY PRESS,"
Hongkong, 30th July.

Sir,—Will you allow me to make a few remarks in reply to the letters of "Veteran" and "Owner"? I think I am right when I say that nearly every one in Hongkong who subscribes for and trains walters is, like myself, absolutely ignorant of the rudiments of the art or science of training. I may even go farther and say, that with one or two exceptions we have no knowledge of horse-management in its simplest forms, let alone the training of the racehorse. As to race-riding, any one who attended last meeting must admit that with the exception of Mr. Master and Mr. Crickbank we had no one who could compete with the Shanghai "jocks." Now it seems to me that the Stewards are pursuing a very sound policy in entering sport for the many and not for the few—by this I mean that by giving many prizes for old griffin races at the forthcoming meeting they would be merely making presents as it were to one or two expert horsemen who, if they are allowed the time properly to prepare an animal, are positively certain to win all the races—and where would the sport come in? Of course some may say "Let the best man win." But the Stewards of Jockey Clubs have to consider the interests of racing, and in the present instance I for one am entirely in accord with their policy of letting every one have a chance. Might I suggest for their consideration that to make the chances for every one more even the water griffin for the next meeting only arrive say some six weeks before they have to race. If this course were adopted it would give the majority of owners a much better chance, as the aforementioned expert trainers would not have sufficient time allowed them to get their horses into better condition than those of—Yours, etc.,

"TYRO."

POLICE COURT.

Thursday, 31st July.

BEFORE MR. F. A. HAZELAND (POLICE MAGISTRATE).

ANOTHER STOWAWAY CASE.

Six Japanese males and twelve females were charged with stowing away on board the steamer *Amura* from Moji to Hongkong. Mr. P. W. Goldring, solicitor, for Messrs. Deacon & Hastings, presented on behalf of the owners, Messrs. Jardine, Matheson & Co.

C. J. Martock, master of the *Amura*, said the vessel left Moji at 5 a.m. on the 23rd ult., and on the following day at 2 p.m. a defendant was discovered. Four males were found in the upper forepeak by witness and the chief officer, and the remaining two males and the twelve females in the lower forepeak.

Mr. Goldring handed his Worship an ordinary sized gentleman's visiting card on which was written in English and Japanese the number of a house in Ship Street where the girls were to be taken. This card was sent by one of the defendants to the master of the *Amura* on board had been revealed.

The interpreter in the case was a Chinaman who had resided in Japan for seven years, and when the evidence of the master had been taken his Worship directed him to ask the defendants if they had any question to ask the witnesses. The interpreter appeared to have some difficulty in conveying to the defendants what was intended, for the third in the row suddenly exclaimed in very good English—"Excuse me, please, we do not understand what this gentleman says when he speaks Japanese." The services of another interpreter, Mr. Ohashi, were accordingly requisitioned.

The only male defendant who made a statement of any significance was the third, who said the Chinese quartermaster and boatswain of the *Amura* told him they had some more passengers going with them, and that he had better come along too. The first defendant's story was that at Moji a man called Yamamoto put him on board the steamer, and told him his passage money would be paid when he reached Hongkong. The second, fourth, fifth, and sixth male defendants alleged that they accompanied the first, and that they had been taken on board by the six males.

Mr. Goldring asked his Worship to punish the men heavily, but said he did not desire to press the case against the women.

After conferring with the Japanese Consul, who was present in Court and was accompanied with a seat on the bench, his Worship said the women would be released on their consenting to return to Japan, whence the Consul would write to send them. There was no doubt they had been taken on board by the male defendants, with the connivance of the crew of the steamer. The case of the women would be remanded till Monday at ten o'clock, to enable the Japanese Consul to make arrangements for their return. The men would be fined \$100 each, or two months' hard labour.

Although the fact did not come out in evidence, it is interesting to learn that the male stowaways confessed on the third day, and the female stowaways on the fourth day. There was no doubt they had been taken on board by the male defendants, with the connivance of the crew of the steamer. The case of the women would be remanded till Monday at ten o'clock, to enable the Japanese Consul to make arrangements for their return. The men would be fined \$100 each, or two months' hard labour.

BEFORE MR. J. H. KEMP (ACTING POLICE MAGISTRATE).

TWO DISTURBERS OF THE PEACE.

A Spaniard with the English sounding name of Peter Martin, and a Scotchman named David McDonald, both seamen, were charged with fighting and creating a disturbance in the public street on the 30th ult. They pleaded guilty, and went to prison for seven days in default of paying a fine of \$25 each.

Martin and McDonald (the latter was this time described on the sheet as an American) had each an additional charge against their names, Martin of assaulting a Chinese barber in Old Bailey and McDonald of falling to return to the house of detention, to which he was committed some little time ago as a vagrant. They each pleaded guilty, and Martin went to prison for 14 days, McDonald for a month. The sentences are to run consecutively with those in the above case.

LATE TELEGRAMS.

NEWS VIA CANADA.

THE ATLANTIC SHIPPING "COMBINE"—DISCUSSION IN THE HOUSES.

London, 8th July.

In the House of Commons, the Parliamentary Secretary of the Admiralty, replying to Mr. Redmond, confirmed the report that Mr. J. Pierpont Morgan had offered to place all the British vessels in the new combine on the disposal of the Admiralty for the next 50 years on certain terms. Mr. Arnold-Foster added that this offer had not yet been accepted, but it could only be dealt with in relation to British shipping generally, and the Atlantic trade position, which was being very carefully considered by the Government.

Lord Brassey initiated a discussion on Naval matters in the House of Lords today, during the course of which he deplored the fact that Great Britain had lost the place she once held with her mercantile marine. The question of subsidies, he thought, must depend on the action of the other powers. All the Naval powers of Europe, the speaker asserted, gave liberal subsidies, while President Roosevelt and ex-Secretary Gago had recommended this policy in the United States. It was contrary to British policy to foster industries by bounties or protection, but to pay for reserve of auxiliary vessels would certainly be to the public advantage.

Lord Selborne, the First Lord of the Admiralty, in the course of a reply, referred to the Atlantic shipping combine. He said it seemed to him that the balance was one of disadvantage to the combination because it necessarily placed very large powers in the hands of a few men. The Government did not claim any sort of jealousy of the intention of the Americans here. They had an American marine of their own and they had a perfect right to a full share of the Atlantic trade. It was to British interests that they should have it. It should not be an almost British monopoly. On the other hand, Great Britain could not afford to see herself squeezed out of the Atlantic trade. The position of the Imperial Government, therefore, was not one of hostility, but of anxiety, and not until they had formed a final opinion of the whole question could they wisely or fairly enter into agreements with one party or the other. It would never do to rely, in time of war, on merchant ships of other nations for the purpose of carrying on British trade. Great Britain had fallen behind in regard to vessels of high speed, because she had not given heavy subsidies like other nations. The expense of so large a subsidy policy was so enormous that it had been impossible to subsidize commercial corporations should and must be confined to a limited number and for a special and definite purpose. While merchant cruisers had their proper place in time of war, they could never be substituted for Naval cruisers, nor would the possession of merchant cruisers ever diminish the shipbuilding vote for the Navy.

GREAT BRITAIN AND THE ATLANTIC.

London, 8th July.

Speaking at the annual dinner of the War-wire Society in London, to-night, Hon. Mr. Dickinson, of Detroit, who was counsel for the United States here before the International High Commission on the Behring Sea claims in 1897, referred to Mr. Choate, the United States Ambassador, as a possible candidate for the Presidency of the United States. The company consisted of several hundred members of the English Bar, lawyers and judges, and Sir Charles Darnley, Director of Public Prosecutions; Sir Charles Tupper, Sir Edward George Clarke, formerly Solicitor-General; Justice Bartlett, of New York; Lord Macdonald, Under-Secretary for India, and other members of the Government, and a number of Colonial judges were among the guests and judges. Mr. Dickinson took Mr. Choate's place as the guest of honour. He prefaced his proposal of toast to the English Bench by a tribute to Mr. Choate. "Mr. Choate does not belong," said Mr. Dickinson, "to any party or to any government; but it is very near the hearts of the American people that he shall go from the Court of St. James to the Presidential chair, and I wish he may get there."

Mr. Dickinson subsequently voiced the sympathetic cry of the American people for the recovery of the lost territory of the United States. "We rejoice," continued the speaker, "with you in your joys, and sorrow with you in your griefs. That feeling has been expressed by no one more than President Roosevelt, who is as close to the people of America as has been any President in the history of the Republic."

Mr. Dickinson compared President Roosevelt, amid the enthusiastic cheers of those present, to Sir Philip Sydney—"Sans Fear, et Sans Reproche."

Dealing with international feeling, Mr. Dickinson said: "We of the United States, have long since ceased to boast that we are alone the champions of liberty; wherever the British flag floats to-day, it stands for liberty." He cited the recent despatch of Mr. Chamberlain, declaring that the Constitution of Cape Colony should not be suspended, as an instance of Great Britain's love of liberty. He declared that America deeply sympathized with Mr. Chamberlain in his recent accident, and concluded by saying: "Great Britain and the United States can make the world's freedom wider yet, not by alliance, but by an understanding. We, the English-speaking nations, mean well by the rest of the world; but the other nations must not attack either one of us."

Mr. Dickinson was loudly cheered. At the instigation of Mr. Dickinson, Lord Macdonald, Secretary of the Admiralty, declared that American legal decisions were now held in respect in England equal to that with which the old English legal precedents were held in the United States.

WASHINGTON, 8th July.

The State Department has decided to press forward toward completing the Colombian treaty, looking to the acquisition of a right-of-way through the Isthmus Canal. This is a slight change from the original programme, which contemplated the adjustment of title before conclusion of the treaty. So Secretary Hay, who already has accomplished the best portion of the work to be done in treaty-making, and has it before him in the shape of a protocol submitted to the last session of Congress, has taken steps to give this the form of a treaty and to have it signed formally by accepted representatives of the Governments of Colombia and the United States, so that the convention may be laid before the Senate, as soon as it convenes in December. The protocol referred to was so definitely drawn that not many changes are required in order to adopt the instrument for use as a treaty.

THE SOUTH AFRICAN CANNON.—On 10th July, The Daily Mail this morning says the potent garrison in South Africa is to be 60,000 men under the command of Lieut. General Lytton. Besides this force the system of having a large number of reservists scattered throughout the country, either on farms or in official positions, will be extensively followed. The reservists could be called upon for service in case of an emergency.

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Hongkong, 6th May, 1902.

BRITISH-BUILT WARSHIPS.

The Naval and Military Record of the 26th June says:—

Of the foreign warships assembled at Spithead, seventeen in number, the following six have been built and engined in this country:—Norge (Norway), *Asama* and *Thalassia* (Japan), *Don Carlos* (Portugal), *Chacabuco* (Chile), and the *Presidente Sarmiento* (Argentine Republic). A seventh, the *Carlos V.* from Spain, was engined from British designs. The most up-to-date and interesting foreigners are the armoured cruiser *Montcalm*, with her thick belt of armour, and her powerful armament of two 7.8-in. and eight 6.4-in. guns. Next, perhaps, the German battleship *Kaiser Friedrich III.*, the representative of the *Kaiser* class of medium-sized battleships, of which five have been completed. These battleships, each with a displacement of 11,000 tons, carry four 9.4-in. and eighteen 5.9-in. guns. They steam 18 knots and carry 855 men. The United States battleship *Illinois*, launched four years ago, is a very strongly protected vessel, with a thick and complete belt of armour, and carrying four 13-in. and fourteen 6-in. quick-firing guns. Her speed is 17.5 knots, and her complement only 330 men. The Russian battleship *Zabiele* is also an interesting type, having no equivalent in our own Navy. Her displacement is 12,674 tons, and she steams 18 knots; but, alike in armour and armament, she differs materially from our battleships of recent build. The *Foblete*, another new ship, is supposed to combine the qualities of a battleship and armoured cruiser. More heavily armoured than our "mighty" cruisers, she may best be compared with the *Barfleur* and *Centurion*, though larger than these by 2,000 tons. Hence her armament is much stronger. She mounts four 10-in. and eleven 6-in. quick-firing guns.

The Japanese armoured cruiser *Asama* is the only one of special interest. Built at Yokohama, she has a displacement of 10,000 tons, and is a displacement of 10,000 tons, she carries a strong armament, and an armament of four 8-in. and fourteen 6-in. guns. The *Asama*, Japanese ship, the protected cruiser *Tokugawa*, steams 23 knots. We alluded above to the significant fact that six of these representative ships have been built in England. They have all been launched since 1898, and some were built during the critical period when the British Admiralty failed to carry out the authorized building programme. Hence, it is manifest that the resources of the country have not been fully utilized for our own purposes. The great priority of the Kingdom could have built similar ships-of-war for the Admiralty had the contracts been given to them. It is true that vessels built for such countries as Norway, Chile, the Argentine Republic, &c., may be unlikely to affect the balance of naval power in Europe, but there is always the risk that efficient cruisers or battleships may be purchased by maritime Powers of greater importance. There have been many examples of such purchases on the eve of war, and we ourselves have bought ships in a crisis.

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12, QUEEN'S ROAD. [42]

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DOUGLAS LAFLAITE & CO.,
Agents for the Phoenix Fire Office.
Hongkong, 17th August, 1897. [43]

INSURANCES

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LA-CHAPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO.,
Agents.
Hongkong, 21st April, 1897. [1118]

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SANDER, WIELER & CO.,
Agents in Hongkong.
Hongkong, 16th July, 1902. [1945]

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SIEMSEN & CO.,
Agents.
Hongkong, 16th May, 1892. [1]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1901, £16,722,693.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO.,
Agents.
Hongkong, 1st July, 1902. [1796]

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The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO.,
Agents.
Hongkong, 18th Novem. er, 1872. [125]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.

INCORPORATED 1851.
Cash Security ... £225,719.
Total Losses Paid ... £26,762,240.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

WM. MEYERINK & CO.,
Hongkong, 22nd July, 1902. [1427]

THE LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

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The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

WM. MEYERINK & CO.,
Hongkong, 3rd June, 1902. [1573]

SALAMANDER FIRE INSURANCE COMPANY.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HCTZ, S. JACOB & CO.,
Hongkong, 2nd April, 1900. [129]

"L'URBAINE" FIRE INSURANCE COMPANY, Ltd. (Established 1838.)

The Undersigned, having been appointed GENERAL AGENTS for the above Company, are prepared to ACCEPT RISKS at current rates.

P. LEMAIRE & CO.,
Hongkong, 7th February, 1901. [473]

NOTICE.

WE have This Day been appointed AGENTS of the MANCHESTER ASSURANCE COMPANY, and are prepared to Accept Risks at Current Rates.
ALEX. ROSS & CO.,
Hongkong, 1st July, 1902. [1523]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG

The Undersigned AGENTS of the above Company are prepared to ACCEPT First Class Foreign and Chinese Risks at Current Rates.

SIEMSEN & CO.,
Hongkong, 20th May 1896. [27]

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CHATER ROAD.
Hongkong, 28th July, 1902. [2040]

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F.D. with BATH, by a Bachelor. Must
be Central.
Replies to—
S. Care of Daily Press Office.
Hongkong, 21st July, 1902. [2038]

WANTED.
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Secondhand. State terms for purchase
or hire and full particulars.
S.G.P.
Care of Daily Press Office.
Hongkong, 31st July, 1902. [2047]

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Forward copies of recent testimonials and state
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DIRECTOR OF PUBLIC WORKS,
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Hongkong, 4th February, 1902. [446]

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Hongkong, 23rd July, 1902. [2005]

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Hongkong, 28th July, 1902. [1906]

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Sole Agents.
Hongkong, 25th July, 1902. [2030]

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CHESS NOTES.

BY J. J. L.

The "dull season" for chess has arrived with the hot weather in those parts of the world where summer is at its height in August, and accordingly we find more space devoted in many chess columns to problems than to the game proper. Now it is very questionable whether problems should really be counted as chess at all. Of course problem-composers tell us that their compositions are the "poetry of chess," but we must confess to agreeing rather with those who rank them with mathematical puzzles or even acrostics. True, the scene of action is the chess-board and the component parts are chess-men, but the modern problem bears the very faintest resemblance to the actual game and we cannot believe that skill in problem-composing and solving helps to make a man a practical player. The old-fashioned problem was a different affair. It was modelled upon the end-game play of real chess, and was therefore not without its training value. We give an example of an old-style problem, not because it is particularly fine or difficult, but because it is illustrative of how the old problematists worked. The White pieces are:—King at KB3, Rooks at Qsq and KBsq, Knight at KB3, Pawn at K4. Black—King at K3, Rooks at KB2 and KK3, Knight at KR3, Pawn at K4. White to play and mate in 3. The problem is attributed (doubtfully) to Damiano, but is possibly Arabian of some centuries earlier. It will be seen that the White and Black forces are level. In the modern problem, White has usually absolutely overwhelming superiority, so that the struggle became one against time and position purely, i.e., White has within a given number of moves to overcome the obstacles which keep him from Black's King.

The first six games of the match at Carlsbad, for the majority of 14 games, between Schlechter and Janowsky left the score—Schlechter 5½, Janowsky 4. The French player seems sadly out of form. It appears that Simpson's Restaurant, and famous chess resort in the Strand, London, has been acquired by the City of Westminster for the sum of £54,500 (exclusive of wine, spirits, etc.) for the purpose of the widening of the Strand. The Westminster Council was to take possession to-day. The chess divan, started originally by Mr. Ries in 1829, is known the world over, and almost all the most famous chess players of the last sixty or seventy years have played chess at the divan at some time or other.

Mr. F. J. Lee, the English master, after his visit to Africa for his health, is to tour for a time in Australia and to play chess in the leading towns. Mr. Lee has taken part in four international tournaments, namely, Bradford, 1888; Manchester, 1890; New York, 1893; and London, 1894. In the New York contest he divided the third prize with Showalter. He has won two tournaments at Simpson's Divan, once in 1891, without losing a game. He is also a rapid and successful simultaneous player.

The chess players of the Staunton Chess Club, Calcutta, would appear to be men of leisure, since they can find time to conduct no less than six telegraphic games simultaneously—two each against Simla, Ootacamund, and Cawnpore. The latter two games reached the 21st and 24th moves, respectively, three weeks ago. Telegraphic chess seems to be getting popular in the East.

A Canton, Ohio, telegram of the 9th July in a Canadian paper says—"S. Kayser, an employee of a local steel-rolling plant of this city, and R. Bloch, of Warsaw, Russia, have made four moves in a chess game which is expected to last five years. The game is being played by letter and it requires about fourteen days for a letter to pass between Canton and Warsaw. The men are playing for a prize of \$5,000 offered by Charles Rosenthal, who is related to both of them." We believe that there is an enthusiastic player in this Colony who is playing a game by post against an opponent in Tokyo.

It has been mentioned that Mr. H. E. Atkins, English Amateur Champion, is a probable competitor at the Hanover Congress. It would be curious that so admittedly strong a player has never (as far as we can remember) competed in an absolutely first class tournament, were it not that Mr. Atkins's physique does not suggest that he could easily stand the tremendous strain of several consecutive weeks' master play. Yet many great chess players have been very frail-looking men, notably the late Dr. J. H. Zukertort. The effect on such of a long tournament, however, showed itself pretty plainly. Lesker is a player who does not look well under the strain of tournament play, but he manages to pull through and defeat his robusier rivals. In Lesker's case, we imagine, it is the excessive activity of his nerves that makes him appear not to be in his normal health.

The remaining game by cable between Hongkong and Singapore has now reached the following stage:—

White.	Black.	White.	Black.
1 P-K4	P-K4	15 C-B3	K-K5
2 Kt-KB3	Kt-QB3	16 Q-Q2	P-B3
3 P-K3	Kt-B3	17 Kt-K3	P-Q4
4 Castles	B-B4	18 B-K3	Q-K2
5 Kt-P	Kt-Kt	19 P-P4	P-K3
6 P-B3	Q-K2	20 Kt-LP	B-K3
7 P-B3	Q-K2	21 B-B3	Kt-K4
8 B-K2	Q-K2	22 K-K3	Kt-B2
9 P-KB4	Kt-B3	23 Kt-LP	B-K4
10 P-K3	Q-K2	24 Kt-Q4	Kt-K4
11 Kt-Q5	Q-K2	25 Kt-Q4	Kt-Q4
12 B-Q3	P-B4	26 P-K3	Q-K2
13 B-B4	R-K1	27 Q-K5	

The following pretty game, comes from Russia:—

White.	Black.	White.	Black.
1 P-K4	P-K4	12 Kt-Q4	Q-Q3
2 P-K3	P-K4	13 B-K2	Kt-B3
3 B-B4	Kt-K2	14 B-K2	Q-K3
4 Q-B3	Kt-K3	15 B-B3	Q-K3
5 P-Q4	Q-K2	16 P-Q3	Q-K3
6 P-B3	Q-K2	17 B-K2	Q-K3
7 Kt-K2	Q-K2	18 B-K2	Q-K3
8 B-Q3	P-K4	19 Q-K3	Q-K3
9 Q-B3	P-K4	20 Kt-QP4	P-K4
10 P-K3	P-K4	21 Kt-LP	
11 Kt-K4	P-B3		

SCIENTIFIC MISCELLANY.

HEAT-EXPANDED CEREALS—THE COUNT OF THE STARS—A TARGET THAT SIGNALS HITS—ELECTRONS AND IONS—SPECIES-MAKING BY TEMPERATURE—A SCIENTIFIC PROPELLER—A HORSE PLAQUE—VITALITY OF DISEASE GERMS—IMPROVED STRAIN-STEERING.

The process of expanding starchy seeds and most starchy substances, by applying heat, as developed by Dr. A. P. Alexander, is not only most interesting but is likely to have great commercial value. The granules or particles are swelled to many times their original size—a grain of rice being given eight or more times its original volume, while retaining its original form, although with much fracturing. The available nutrition is much increased. The products are pleasant to the taste, the process may be varied to produce a variety of flavours, and the material so treated is absolutely sterilized and may be kept indefinitely.

The photographic chart of the sky will include all stars down to the fourteenth magnitude, the negatives being taken with exposures of forty minutes; and the catalogue plates, whose stars are to be measured and numbered, will embrace all magnitudes down to the eleventh. The Greenwich Observatory, to which was assigned the region between declination 64 degrees and the North Pole, has finished its plates, the measurement and counting being now in progress. Assuming the star density of the entire heavens to be the same as that of the region already covered by the counting, the complete chart, as made by the eighteen observatories at star upon it, will contain about 18,000,000 stars, and the combined catalogue more than 3,000,000.

The electric target of Capt. Charles Chevalier, of the French Army, is made up of a series of metal segments. When a projectile strikes a segment, an electric circuit is completed by one or more spring-supported rods at the back, and the exact spot struck is signalled upon an annunciator. The target, instead of being in disk form, may represent the human figure.

As indicating that risk from lightning may depend much upon soil, an English observer mentions having known four or five trees to be shattered in a neighbour's park on a stormy subsoil while no tree of his own hundreds on stiff clay was ever struck.

Electricity, in the view of the twentieth century physicist, is a material substance. Its unit, the electron, forms an infinitesimal part of the atom of any element, and when split off it produces a stress in the ether similar to that due to a negatively electrified body. This severing of the electron from its atom is the generation of electricity. The remainder of the atom acts as a positively charged body, but it is not certainly known whether the positive electron—supposed to be about ten times as heavy as the negative—really exists. Associated with neutral particles, the electrons become negative ions and positive ions. "Conduction" is a wandering of these ions, magnetism and the magnetic field and induced currents are explained by rapid rotations of the electrons, and the phenomena of the electric arc and vacuum tube depend largely upon the spitting off of neutral molecules, or ionisation. The radio-activity of such substances as radium, actinium, and polonium is the somewhat forcible projection of either negative electrons or positive ions.

It has been long known that the colours of butterflies are influenced by temperature. Experiments during the last ten years have given Dr. E. Fischer some startling results, and have shown not only that cold seasons may produce new butterflies from the old, but that abnormal heat may yield the same varieties, the changes being due to retarded development. Extreme cold, moreover, brings out other variations that may appear also in extreme heat. He suggests that these varieties of extreme temperatures may become permanent at a future stage in the earth's evolution, although Standish contends that they never were and never will be anything but singular freaks.

The latest development of screw propellers is due to Mr. C. A. Parsons. The blades are given reduced pitch toward their tips, small vanes being also provided on the propeller-cone, and the effect is to admit of high speed without cavitation and to give a greater mean thrust than is possible with blades of constant or increasing pitch.

The oxy-acetylene blowpipe of M. Fouche, easily melting most metals, burns a mixture of 1 part of acetylene to 1.8 of oxygen. Explosion in the blowpipe is prevented by moderate pressure.

Surra, an animal disease of the Philippines, is pointed out by Dr. C. W. Stiles as a matter of great military importance. It seems to have been quite recently introduced from India, and is due to a microscopical parasite, which lives in the blood and is probably transmitted by biting flies. It is a wet-fever disease, reported to be invariably fatal to horses and mules. It occurs also in camels, elephants, dogs, and cats, and more rarely in humans, but is not yet known in birds. It is closely allied to the testee disease of Africa and to dreaded malarial fevers of Europe and South America. The chief symptoms are intermittent or relapsing fever, eruptions, anaemia, emaciation, ravenous appetite, great thirst, and more or less paralysis. The introduction of the disease into new localities is to be guarded against as a serious calamity.

Microbes live longer in dimly lighted than in sunny rooms, and Gaffky suspects that the lessened sunshine is one reason why disease germs flourish better in winter than in summer.

He notes that influenza epidemics have never occurred in Germany except when the weather has been long cloudy. He has found that in droplets such as are expelled in speaking or coughing the typhoid bacillus retains its vitality 24 hours; daylight; the diptheria bacillus, 24 to 48 hours in daylight and 5 days in a cellar; the tubercle bacillus, 5 days in daylight and 22 days in a cellar; the cholera vibrio, 8 to 10 days in daylight and 35 days in a cellar; and anthrax spores, 10 weeks in daylight and at least 3 months in a cellar.

A British engineer's new device for steering twin-screw steamships consists of a special throttle valve attached to each set of engines, the valves being connected to a tiller by bell-cranks and linkwork. When the tiller is moved either way from its central position, one "throttle valve" reduces the steam of its set of engines, diminishing the speed of its crew to a degree varying with that of the tiller.

Garl's juice, inhaled under certain conditions, is the remedy with which Dr. W. C. Minchin, of Kells, Ireland, claims to have cured advanced tuberculosis.

AS OLD AS QUEEN VICTORIA.

There is not a great number of people living in this country who were born in the same year as Queen Victoria. They who entered the world so long ago as 1819 and are still with us hale and hearty are undoubtedly in the running to become centenarians. A notable example of this very small band is Mrs. Elizabeth Fuller, of No. 44, Ryder Street, Surry Hills, Sydney. This venerable old lady was born in England and came to Australia with her husband before she had attained her eighteenth year, long previous to the great gold rush. She has, therefore, already reached the full age attained by Wellington, Joetta, Victor Hugo, Bismarck, and Tennyson, men who found time to accomplish a vast amount of enduring work, which establishes the fact that it is not among the most uneventful or least suffering lives we must look for examples of longevity. If that were not so, we should not now be writing of Mrs. Fuller's career. To work strenuously for many years building up a competency, to succeed in that effort, and then to have the proceeds of your industry swept away by the miserable process of litigation is disheartening to the last degree. That is what happened to Mrs. Fuller. As we noted by such a disaster. But that is not all. It is proved that the disaster comes not as a single-act but in whole butchery, and so it was in this case. Enjoying excellent health, scarce knowing what serious illness was, during the first 71 years of her life, Mrs. Fuller met with an accident. Losing her footing while ascending the stairs, she sustained a fractured arm and collar-bone—a serious wound to befall anybody, but specially a woman 71 years of age.

Mrs. Fuller then writes of her experiences consequent upon her accident. "I became an inmate of the Sydney Hospital, and after being in some degree patched up there was discharged within two months as cured. My worst troubles, however, were only just beginning. The fall must have wrenched my back and injured my kidneys, for a dull continuous pain by 24 hours light, producing urinary difficulties of a most distressing nature, and an obstinate constipation. I visited the leading hospitals as an outdoor patient, and was at one time under treatment at my own home by a lady doctor. None of the plasters, liniments, lotions, or other medicines they gave me proved of any service. As time passed the pain in my back increased so much that the agony I endured was intolerable, and I felt as if I could have welcomed death to end my sufferings. In this wretched condition I remained two years. Then my daughter, Mrs. W. Johnson, of Arden Street, Waverley, brought me three of Mother Seigel's Suffering Pills, and a bottle of Mother Seigel's Curative Syrup. She said this was the advice of a friend who said he was sure they would relieve my sufferings if given a fair trial. Happily for me the accuracy of his belief was soon established, for the plasters, used in conjunction with the Syrup and Pills, at once reduced the pain to a tolerable degree, and in two months I was quite mended. I was once more able to eat, sleep, and get about in comfort. After so long an illness, and my advanced age, a quick restoration to perfect health and strength was not to be expected, but I persevered with the three Seigel remedies for six months, and was rewarded by a daily improvement in my condition. At the end of that time I felt as well as a person of my years could hope to be, and I have remained well from that day to this."

The loss of Mrs. Fuller's well-earned savings has been in some degree repaired by the grant of an Old Age Pension by the benevolent State of New South Wales—a boon extended only to those who have resided in the State continuously for at least 25 years, and in itself a sure warrant of the respectability and honour of the recipient. A good thing, and one to be devoutly thankful for, without doubt, but less wonderful than that other fact which Mrs. Fuller has so well described and acknowledged.

C. E. WARREN & CO.
BUILDING CONTRACTORS.
30, DES VAUX ROAD CENTRAL.

ALL KINDS OF SANITARY APPLIANCES AND DRAINAGE ACCESSORIES Supplied and Fixed.

AGENTS FOR MOSAIC TILES. [181]

R. J. REMEDIOS.
FOREIGN AND COLONIAL STAMP DEALER.
No. 39, WYNDHAM STREET, HONGKONG.
Will be glad to send STAMPS on approval to any address on receipt of satisfactory reference.

Also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash. AGENTS WANTED.
15 to 25 per cent. Discount Allowed. [1553]

司公濟鴻角旺
HUNG CHAI & CO. WONGKOK.
YAU MATI.

MANUFACTURERS OF MOSAIC BRICKS of all Colours and Designs.
YEE SHUN & CO., Agents.
No. 61, Bonham Strand, Hongkong, 6th March, 1902. [71]

DAVID COESAR & SON
MERCHANT NAVY
NAVY BOILED
LONG FLAX
RELIANCE CROWN
TARPAULING
ARNOLD, KARBURG & CO.
Sole Agents.

JAPAN COALS.

MITSUI BUSSAN KAISHA
MITSUI & CO.

HEAD OFFICE—43, SAKAMOTO-CHO, TOKYO.
LONDON BRANCH—34, LIME STREET, E.C.
HONGKONG BRANCH—FRANCE'S BUILDINGS, ICE HOUSE STREET.

OTHER BRANCHES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Shimonoseki, Moji, Wadamatsu, Karatsu, Nagasaki, Kuchino, Saesbo, Maidzum, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenal and the State and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Hokoku, Honjo, Ichimura, Kanada, Kishima, Mametsu, Mannoura, Onoura, Otsu, Saehara, Teikoku, Yoshinotani, Yoshio, Yumotaka, and other Coal.
N. INUZUKA, Manager, Hongkong.

UNTOUCHED BY HAND.

MELLIN'S FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

PUBLIC COMPANIES.

QUEEN MINES, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above Company will be held at the OFFICES of the Company, 38 and 40, Queen's Road Central, on TUESDAY, 5th AUGUST, at 11.45 A.M., for the purpose of considering and if thought fit, passing the following Resolution, that is to say:—

"That the Company be wound up voluntarily and that ARTHUR RYLANDS LOWE, of Victoria, in the Colony of Hongkong, Chartered Accountant, be, and he is hereby appointed, Liquidator for the purpose of such winding up."

Should the above Resolution be passed by the requisite majority, it will be submitted for confirmation as a special resolution to a Second Extraordinary General Meeting, which will be subsequently convened.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 25th July, 1902. [2926]

OLIVERS FREEHOLD MINES, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above Company will be held at the OFFICES of the Company, 38 and 40, Queen's Road Central, on TUESDAY, 5th AUGUST, at Noon, for the purpose of considering and if thought fit, passing the following resolution, that is to say:—

"That the Company be wound up voluntarily and that ARTHUR RYLANDS LOWE, of Victoria, in the Colony of Hongkong, Chartered Accountant, be, and he is hereby appointed, Liquidator for the purpose of such winding up."

Should the above Resolution be passed by the requisite majority it will be submitted for confirmation as a special resolution, to a Second Extraordinary General Meeting, which will be subsequently convened.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 25th July, 1902. [2027]

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTY-SECOND ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company will be held at the OFFICE of the Company, No. 18, Bank Buildings, Queen's Road Central, on TUESDAY, the 5th AUGUST, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from 23rd July to the 5th August, inclusive.

By Order of the Board of Directors.
T. ARNOLD,
Secretary.

Hongkong, 15th July, 1902. [1930]

THE HONGKONG NECROPOLIS COMPANY, LIMITED.

APPLICATIONS FOR ALLOTMENT.

ALL Applications for an Allotment of Shares in the above-named Company must be sent in to the Registered Office of the Company, No. 30, Des Vaux Road Central, on or before the 15th AUGUST, 1902, after which date the List will be closed and the Allotment proceeded with.

Hongkong, 29th July, 1902. [2051]

HONGKONG AND SHANGHAI BANKING CORPORATION.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the REGISTERS of SHARES of the Corporation will be CLOSED from SATURDAY, the 2nd, to the 16th day of August next (both days inclusive) during which period no transfer of Shares can be registered.

By Order of the Court of Directors.
J. B. M. SMITH,
Chief Manager.
Hongkong, 24th July, 1902. [2024]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held in the OFFICES of the Company, 33, Des Vaux Road, on MONDAY, the 18th AUGUST, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1902.

The TRANSFER BOOKS of the Company will be CLOSED from the 14th to 18th August, both days inclusive.

By Order of the Board of Directors.
GEO. A. CALDWELL,
Acting Secretary.
Hongkong, 28th July, 1902. [2052]

THE AMERICAN SYSTEM OF DENTISTRY

DR. M. H. CHAUN.
33, DES VAUX ROAD CENTRAL, HONGKONG.
From the University of Pennsylvania, U.S.A.
Hongkong, 4th March, 1902. [638]

SURGEON DENTIST.
No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE.
Consultation Free.
Hongkong, 29th September, 1891. [589]

M. CHADWICK KEW
DENTAL SURGEON,
No. 39, QUEEN'S ROAD CENTRAL.

Office Hours—9 A.M. to 5 P.M.
Hongkong, 19th March, 1902. [1658]

NOW ON SALE.

DIRECTORY OF PROTESTANT MISSIONARIES IN CHINA AND JAPAN FOR 1902.

WITH ALPHABETICAL LIST.
70 PAGES, BOUND IN CLOTH AND LETTERED, \$1.

On Sale at
Messrs. KELLY & WALSH, Ltd., Hongkong
Shanghai and Yokohama;
Messrs. W. BARNES & Co., Hongkong and Shanghai;
Messrs. A. S. WATSON & Co., Amoy;
Messrs. A. S. WATSON & Co., Pechow.
The "DAILY PRESS" OFFICE, Hongkong, and
at the London Office, 131, Fleet Street,
Hongkong, 26th November, 1901. [180]

QUAN WAH & CO.</

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked 4, nearest Hongkong 3, midway between Hongkong and Kowloon 2, and those vessels berthed at the Kowloon Wharf 1, together with the number denoting the section.

1. From Green Island to the Harbour Master's
2. From Harbour Master's to Blake Pier.
3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via Ports of Call.	VALETTA	Brit. str.	2 m.	A. G. Cabitt, R.N.E.	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON, &c., via SUEZ CANAL	BOMBAY	Brit. str.	—	H. S. Bradshaw	P. & O. S. N. Co.	On 5th inst., at Noon.
LONDON, &c., via SUEZ CANAL	GLANTHURST	Brit. str.	—	R. Webster	BUTTERFIELD & SWIRE	On 16th inst.
LONDON, &c., via SUEZ CANAL	ULYSSES	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 7th inst.
LONDON, &c., via SUEZ CANAL	TELEMACHUS	Brit. str.	2 m.	—	BUTTERFIELD & SWIRE	On 19th inst.
LONDON, &c., via SUEZ CANAL	ANTHONY	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 2nd September.
LONDON, &c., via SUEZ CANAL	DARDAENUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 16th September.
LONDON, &c., via SUEZ CANAL	PERICLES	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 20th September.
LONDON, &c., via SUEZ CANAL	BINGO MARU	Jap. str.	—	F. Davies	NIPPON YUSEN KAISHA	On 9th inst., at Daylight.
MANSEILLES, LONDON & ANTWERP, v. SPORE, &c.	YARRA	Fren. str.	—	Charbonnel	MESSENGERS MARITIMES	On 11th inst., at 1 P.M.
MANSEILLES, &c., via Ports of Call.	BENLAWER	Brit. str.	—	H. Bee	WELCHES & CO.	On or about 5th inst.
GENOA & LONDON, via SUEZ CANAL	KIAUTSCHOU	Ger. str.	—	P. Luneschloss	HAMBURG-AMERIKA LINIE	On 7th inst., at Noon.
HAVER & HAMBURG	SILESIA	Ger. str.	—	Ehlers	HAMBURG-AMERIKA LINIE	To-day.
HAVER & HAMBURG	AMERICA	Ger. str.	—	Fuchs	HAMBURG-AMERIKA LINIE	On 14th inst.
HAVER & HAMBURG	C. FRED LAMIZ	Ger. str.	2 m.	Mayer	HAMBURG-AMERIKA LINIE	On 28th inst.
HAVER & HAMBURG	KONIGSBERG	Ger. str.	2 m.	Kirchner	HAMBURG-AMERIKA LINIE	On 10th September.
HAVER & HAMBURG	BAMBERG	Ger. str.	—	Prosch	HAMBURG-AMERIKA LINIE	On 24th September.
HAVER & HAMBURG	HAVER & HAMBURG	Ger. str.	—	Behrens	HAMBURG-AMERIKA LINIE	On 8th October.
HAVER & HAMBURG	SILVIA	Ger. str.	—	Mosca	HAMBURG-AMERIKA LINIE	On 22nd October.
HAVER & HAMBURG	CHINA	Aus. str.	2 m.	—	SANDER, WIEBE & CO.	On 13th inst., 7 P.M.
TRIESTE, &c., via SINGAPORE, &c.	ATHOLL	Brit. str.	2 m.	—	DODWELL & CO., LIMITED	About 5th inst.
NEW YORK via PORTS & SUEZ CANAL	INDRAMATO	Brit. str.	—	F. F. Bement	SEAWAY, TOMES & CO.	On 15th inst.
NEW YORK via SUEZ CANAL	ASAMA	Brit. str.	2 m.	R. Archibald, R.N.E.	CANADIAN PACIFIC R. CO.	On or about 15th inst.
NEW YORK via SUEZ CANAL	EMPEROR OF CHINA	Brit. str.	—	E. Beetham, R.N.E.	CANADIAN PACIFIC R. CO.	On 6th inst., at Noon.
YANCOUVER, via SHANGHAI, &c.	TANTAR	Brit. str.	—	J. S. Cox	DODWELL & CO., LIMITED	On 10th September.
VICTORIA (B.C.) & SEATTLE via MOI, &c.	DEEP OF FIFE	Brit. str.	4 m.	J. W. Ekstrand	DODWELL & CO., LIMITED	To-morrow.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	KAGA MARU	Jap. str.	—	K. Ohno	NIPPON YUSEN KAISHA	On 25th inst., at 4 P.M.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	RIJUN MARU	Jap. str.	—	Hollingsworth	DODWELL & CO., LIMITED	On 12th September.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	YOKOHAMA	Jap. str.	—	—	PORTLAND & ASIATIC S.S. CO.	On 14th inst.
PORTLAND, OREGON	YOKOHAMA	Jap. str.	—	—	PORTLAND & ASIATIC S.S. CO.	On 23rd inst., at 4 P.M.
AUSTRALIAN PORTS	YAWATA MARU	Jap. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	To-morrow, at Noon.
AUSTRALIAN PORTS	YAWATA MARU	Jap. str.	—	Schaw	GERB, LIVINGSTON & CO.	On 14th inst., at Noon.
AUSTRALIAN PORTS	KAOSHIMA MARU	Jap. str.	—	W. Hayward, R.N.E.	NIPPON YUSEN KAISHA	On 16th inst., at Noon.
YOKOHAMA, via SHANGHAI, MOI & KOBE	CHYRON	Jap. str.	—	G.W. Cookman, R.N.E.	P. & O. S. N. Co.	On or about 11th inst.
KOBE & YOKOHAMA	MAZAGON	Jap. str.	—	N. Trenat	NIPPON YUSEN KAISHA	On or about 7th inst.
SHANGHAI, YOKOHAMA & KOBE	AWA MARU	Jap. str.	2 m.	C. L. Daniel	HAMBURG-AMERIKA LINIE	To-morrow, at Daylight.
SHANGHAI, YOKOHAMA & KOBE	KONIGSBERG	Ger. str.	2 m.	—	P. & O. S. N. Co.	On or about 2nd inst.
SHANGHAI, YOKOHAMA & KOBE	CHUSAN	Brit. str.	2 m.	—	BUTTERFIELD & SWIRE	On 5th inst.
SHANGHAI, YOKOHAMA & KOBE	HYUNDAI	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 10th inst.
SHANGHAI, YOKOHAMA & KOBE	KWEIYANU	Brit. str.	—	T. Ogata	BUTTERFIELD & SWIRE	On 3rd inst.
SHANGHAI, YOKOHAMA & KOBE	DAIJIN MARU	Jap. str.	—	K. Sudzmi	MIYU BUREAU KAISHA	On 13th inst.
SHANGHAI, YOKOHAMA & KOBE	ANPING MARU	Jap. str.	1 m.	T. Saito	MIYU BUREAU KAISHA	On 6th inst.
SHANGHAI, YOKOHAMA & KOBE	MAIDZURU MARU	Jap. str.	1 m.	Hodgins	DOUGLAS LAFRAIK & CO.	To-day, at Noon.
SHANGHAI, YOKOHAMA & KOBE	HAICHING	Brit. str.	2 m.	—	BUTTERFIELD & SWIRE	On 9th inst.
SHANGHAI, YOKOHAMA & KOBE	HUPEN	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-morrow.
SHANGHAI, YOKOHAMA & KOBE	KAIFONG	Brit. str.	2 m.	R. Rodger	SHAWAN, TOMES & CO.	To-morrow, at 4 P.M.
SHANGHAI, YOKOHAMA & KOBE	DIAMANTE	Brit. str.	2 m.	Tate	MIYU BUREAU KAISHA	On 8th inst., at Noon.
SHANGHAI, YOKOHAMA & KOBE	ROBERTA MARU	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 16th inst.
SHANGHAI, YOKOHAMA & KOBE	SANDAKAN	Ger. str.	2 m.	Iseemann	MELCHERS & CO.	Quick dispatch
SHANGHAI, YOKOHAMA & KOBE	CATHERINE APCAR	Brit. str.	2 m.	S. H. Balson	DAVID SABSON & CO., LD.	On 6th inst., at 3 P.M.
SHANGHAI, YOKOHAMA & KOBE	PEKIN	Brit. str.	—	W. B. Palmer	P. & O. S. N. Co.	This afternoon.
SHANGHAI, YOKOHAMA & KOBE	MIKE MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 15th inst., at Noon.

SHIPPING.

ARRIVALS.
July 30, ELTA NERACK, German str., 1.161.
H. Bruhn, Saigon 24th July, Rice and Flour.—E. A. LEADING CO., LD.
July 30, ELTA, German str., 903, A. Rieck, Saigon 25th July, General.—JESEN & CO.
July 30, KWANGYU, British str., 1,407, Lincoln, Shanghai 27th July, General.—CHINESE.
July 31, KOTANG, British str., 1,459, T. W. Selby, Java 21st July, Sugar.—JABINE, MACKENZIE & CO.
July 31, MEXICAN PRINCE, British str., 1,953, W. Penrice, Singapore via Palo Sambo 27th July, Petroleum.—MEYER & CO.
July 31, THE CLON KUAU, German str., 1,412, T. V. Firth, Bangkok 24th July, Wood and Rice.—(R. T. BENTLEY & SONS, LTD.)
July 31, YEDO MARU, Jap. str., 1,069, T. Sumaru, Japan 24th July, General.—CHINESE.
July 31, GLENFALCH, British str., 1,434, Blunbridge, Singapore 25th July, General.—CHINESE.
July 31, FALAN, French str., 377, L. Andersen, Peking and Hoihow 30th July, Figs and General.—A. R. MARTY.
July 31, HOIHOW, French str., 600, Merless, Peking and Hoihow 30th July, General.—A. R. MARTY.
July 31, KONIGSBERG, German str., 3,135, H. Kayser, Hamburg and Singapore 25th July, General.—HAMBURG-AMERIKA LINIE.
July 31, LEONARDO, German str., 1,245, F. Schulz, Shanghai 27th July, General.—STIMMEN & CO.
July 31, MANUEL LILAGUO, Amr. ship, 1,478, Nichols, New York 17th April, Kerosene.—STANDARD OIL CO.
July 31, SILESIA, German str., 4,861, Balle, from Japan, Shanghai and Fenchow, General.—HAMBURG-AMERIKA LINIE.
July 31, WINGANG, British str., 1,517, T. Seiler, Shanghai 24th July and Swatow 30th, General.—JABINE, MACKENZIE & CO.
July 31, WYCKOL, German str., 1,115, W. Behr, Swatow 30th July, General.—BUTTERFIELD & SWIRE.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
31st July.
Apenrade, German str., for Hoihow.
Hoihow, British str., for Amoy.
Cebu, Norwegian str., for Cebu.
Touren, German str., for Touren.
Nagasaki, German str., for Nagasaki.

DEPARTURES.

31st July.
AMOI, German str., for Saigon.
ANPING MARU, Japanese str., for Coast Ports.
BENLAWER, British str., for Nagasaki.
CADI, DIEDERICHSEN, German str., for Hoihow.
CHUYUKU, Chinese str., for Shanghai.
DORNEY, British str., for Royal Roads.
HAKATA MARU, Japanese str., for Calcutta.
KAWATON, Chinese str., for Canton.
LOKANG, British str., for Shanghai.
NANOHANG, British str., for Tientsin.
PINGUY, British str., for Seattle.
TIENTSIN, British str., for Kobe.
TIGER, Austrian str., for Trieste.
TOMA MARU, Japanese str., for Seattle.
WHAMPOA, British str., for Shanghai.

VESSELS IN DOCK.

31st July.
ABERDEEN DOCK.—H.M.S. Wieria, Zofro, Solat, Michael Jensen, Hue, Siehan, Taishan, Sorenson.
COSMOPOLITAN DOCK.—Marie Jensen, Sabine Rieckman.

SHIPPING REPORTS.

The French steamer *Hailan*, from Peking and Hoihow 30th July, had moderate S.E. breeze with fine weather.
The German steamer *Long Moon*, from Shanghai 27th July, had strong S.E. wind with very high swell in North of Formosa Channel.
The German steamer *Silesia*, from Japan, Shanghai and Fenchow, had strong N.E. winds to Fenchow; thence fine weather, smooth sea and southerly swell.

The British steamer *Glenfalloch*, from Singapore 25th July, experienced strong S.W. gale and high following sea up to lat. 14 N.; weather moderating to light variable winds and fine, clear weather.
The British steamer *Wingang*, from Shanghai 25th July and Swatow 30th, had light southerly winds to Steep Island, from Steep Island to Swatow strong N.E. wind; from Swatow to port moderate S.E. winds and fine, weather.

VESSELS ON THE BERTH
DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOOTSWATOW, AMOY AND POOCHOW.
THE Company's Steamship.
"HAICHING".
Captain Hodgins will be despatched for the above ports TO-DAY, the 1st August, at Noon.
For Freight or Passage, apply to DOUGLAS LAFRAIK & CO., General Managers. [2054]
Hongkong, 25th July, 1902.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
STY AM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.
THE Steamship.
"VALETTA".
Captain A. G. Cabitt, R.N.E., carrying His Majesty's Mails, will be despatched from this office on SATURDAY, the 2nd August, at Noon, taking passengers and cargo for the above ports.
Suez and Vamboules, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transshipment.
Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and values of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further particulars, apply to E. A. HEWETT, Superintendent. [2046]
Hongkong, 21st July, 1902.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.
FOR MANILA.
THE Company's Steamship.
"DI MANTE".
Captain R. Rodger will be despatched for the above port TO-MORROW, the 2nd August, at 4 P.M.
The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.
For Freight or Passage apply to SHEWAN TOMES & CO., General Managers. [2046]
Hongkong, 29th July, 1902.

THE COMPANY'S STEAMSHIP.
"DI MANTE".
Captain R. Rodger will be despatched for the above port TO-MORROW, the 2nd August, at 4 P.M.
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For Freight or Passage apply to SHEWAN TOMES & CO., General Managers. [2046]
Hongkong, 29th July, 1902.

THE COMPANY'S STEAMSHIP.
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CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.
(SUBJECT TO ALTERATION.)
R.M.S. "EMPEROR OF CHINA".....Comdr. R. Archibald, R.N.E. WEDNESDAY, 6th Aug.
R.M.S. "EMPEROR OF INDIA".....Comdr. C. P. Marshall, R.N.E. WEDNESDAY, 27th Aug.
R.M.S. "TARTAN".....Comdr. E. Beetham, R.N.E. WEDNESDAY, 10th Sept.
R.M.S. "EMPEROR OF JAPAN".....Comdr. H. Pybus, R.N.E. WEDNESDAY, 24th Sept.
R.M.S. "ATHENIAN".....Comdr. H. Movatt WEDNESDAY, 8th Oct.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND-SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 8, 9, and 12 months.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.
The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the world), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unequalled.

SPECIAL EXTRA SERVICE.
The Company's Steamships "TARTAN" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER with additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES.
In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with comfortable accommodation on the Pacific, also Steamer. The "TARTAN" takes First Class and Steamer Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. E. BROWN, General Agent, Paillet's Street.

NORTHERN PACIFIC STEAMSHIP CO.
PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.
FOR VICTORIA, B.C. AND TACOMA.
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY COMPANY.

STEAMERS. Tons. Captain. Proposed Sailing.
DUKE OF FIFE 3,921 J. S. Cox August 2nd
VICTORIA 3,502 J. Pantou August 23rd
TACOMA 2,811 A. Dixon August 29th
GLENCOLE 3,750 G. E. Warner September 20th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.
HONGKONG TO LONDON, 252.
Excellent accommodation. First-class Table. Doctor and STEWARDESSE carried.
Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINE; HONGKONG TO NEW YORK, 243.
The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; TACOMA to New York in 44 days. Magnificent scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.
HONGKONG TO VICTORIA AND TACOMA, 23.
The best route to the KLODYK Gold Fields. Frequent sailings from VICTORIA and TACOMA to DYER and St. MICHAEL.
Rates of Passage to other Ports on application.
A Special Rate allowed to members of Government Service.
For further information as to Passage or Freight, apply to DODWELL & CO., LIMITED, General Agents.
Hongkong, 25th July, 1902.

NORTHERN PACIFIC STEAMSHIP CO.
PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.
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VESSELS ON THE BERTH
OCEAN STEAMSHIP COMPANY.

FROM	OUTWARDS.	DATE
GLASGOW and LIVERPOOL...	"ANTENOR".....	On 1st August.
GLASGOW and LIVERPOOL...	"DARDANUS".....	On 4th August.
GLASGOW and LIVERPOOL...	"PROMETHEUS".....	On 14th August.
GLASGOW and LIVERPOOL...	"PYRRHUS".....	On 20th August.
GLASGOW and LIVERPOOL...	"JASON".....	On 28th August.

FOR	HOMEWARDS.	TO SAIL.
LONDON and ANTWERP.....	"ULYSSES".....	On 7th August.
LONDON and ANTWERP.....	"TELEMACHUS".....	On 14th August.
LONDON and ANTWERP.....	"ANTENOR".....	On 20th August.
LONDON and ANTWERP.....	"DARDANUS".....	On 28th August.
LIVERPOOL and LONDON.....	"PYRRHUS".....	On 20th September.

The S.S. "ANTENOR" left Singapore on the 27th inst., and is expected here on the 1st prox.

The S.S. "DARDANUS" left Singapore on the 30th inst., and is expected here on the 4th prox.

Hongkong, 31st July, 1902.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL.
CEBU and ILOILO.....	"KAIKONG".....	On 2nd August.
SHANGHAI and CHINKIANG.....	"HINAN".....	On 5th August.
SWATOW, AMOY and SHANGHAI.....	"HUPEN".....	On 8th August.
TIENTSIN.....	"KWEIYANG".....	On 10th August.
MANILA.....	"SUNGKANG".....	On 16th August.

ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, MELBOURNE and ADELAIDE.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

Taking Cargo and Passengers at through rates for New Zealand Ports.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 31st July, 1902.

OSAKA SHOSHEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMSWI, VIA SWATOW AND AMOY.....	"DAIJIN MARU".....	SUNDAY, 3rd August.
TAMSWI, VIA SWATOW AND AMOY.....	"DAIGI MARU".....	SUNDAY, 10th August.
ANPING, VIA SWATOW AND AMOY.....	"MAIDZURU MARU".....	WEDNESDAY, 6th August.
FOOCHOW, VIA SWATOW AND AMOY.....	"ANPING MARU".....	WEDNESDAY, 13th August.

The Co.'s new Steamers are specially designed for the coast trade of South China and for the trade to Japan, Korea and Yokohama. Excellent accommodation is provided for first-class passengers, and a fully qualified doctor is carried.

All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs water-front premises at Tamswi to land all passengers and cargo.

For Freight, Passage, and further information, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 1st August, 1902.

PORTLAND & ASIATIC STEAMSHIP CO.

SAILINGS FROM HONGKONG VIA SHANGHAI, INLAND SEA OF JAPAN, KOREA AND YOKOHAMA FOR PORTLAND, OREGON.

Operating in CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 1st March, 1902.

TOYO KISEN KAISHA, (ORIENTAL S.S. CO.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA.

The Company's well-known Steamship

"ROSEPIA MARU," 3,800 Tons.

Captain Tate, will be despatched for MANILA on FRIDAY, the 8th inst., at Noon.

Magnificent Accommodation. Comfortable Cabins. Excellent Table. Unrivalled Speed. Electric Light. Doctor and Stewardess carried.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Princes Building, 100 House Street, Hongkong, 1st August, 1902.

CHINA NAVIGATION CO., LD.

HONGKONG TO SYDNEY AND MELBOURNE VIA USUAL AUSTRALIAN PORTS OF CALL.

AVERAGE LENGTH OF VOYAGE TO SYDNEY 20 DAYS.

Saloon Passengers carried at SPECIALLY REDUCED RATES, portion of which can be obtained on application to the Underwriter.

Next sailings: "TSINAN" leaves on 23rd August. "CHANGSHA" leaves on 28th August. "CHINGTU" leaves on 3rd September. "TAIYUAN" leaves on 24th October.

Superior accommodation and electric light throughout. Fitted with Refrigerators which ensure a fresh supply of Ice and Provisions during the entire voyage. Duly qualified European Surgeons carried.

BUTTERFIELD & SWIRE, Agents.

CHINA NAVIGATION CO., LD. Hongkong, 1st August, 1902.

ALTERATION.

"BEN" LINE OF STEAMERS.

FOR GENOA AND LONDON VIA SUEZ CANAL.

The Steamship

"BENLAWERS,"

Captain H. Bee, will be despatched as above on or about TUESDAY, the 5th August.

For Freight, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 29th July, 1902.

FOR CALCUTTA, PENANG AND SINGAPORE.

The Steamship

"CATHERINE APCAR,"

Captain S. H. Babin, will be despatched for the above ports on WEDNESDAY, the 6th August, at 3 p.m.

For Freight or Passage, apply to

DAVID SARSON & CO., LD., Agents.

Hongkong, 31st July, 1902.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 11th August, 1902, at 1 p.m., the Company's Steamship

"YARRA," Captain Carbone, will leave this Port for MARSEILLES, COLOMBO, BOMBAY, and SINGAPORE.

This Steamship connects at COLOMBO with the S.S. "Indus," which vessel takes on her Passengers and Mails, leaving that port on the 23rd August, direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m.

Specie and Parcels until 3 p.m., on the 10th August. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and Value of Packages are required. For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 31st July, 1902.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

The Steamship

"AUSTRALIAN,"

Captain Shaw, will be despatched for the above ports on THURSDAY, the 14th August, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 22nd July, 1902.

UNITED STATES AND CHINA-JAPAN S.S. LINE.

REGULAR MONTHLY SERVICE FROM JAPAN, CHINA, HONGKONG AND SINGAPORE.

TO NEW YORK (via SUEZ CANAL).

The following Steamers will be despatched as above at monthly intervals, carrying Cargo at current rates:—

Proposed sailings from HONGKONG: S.S. "INDAMATO," 15th Aug., 1902.

S.S. "INDAMATO," 15th Sept., 1902.

S.S. "INDAWADI," 10th Oct., 1902.

For Freight and further information, apply to

JARDINE, MATHESON & CO., Agents.

Hongkong, 22nd July, 1902.

BOSTON STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA MOI, KOREA AND YOKOHAMA.

STEAMSHIP, TONS, SAILING.

"HYADES" 3,753 12th September.

"LYLA" 4,200 4th October.

"HEAVY" 3,806 23rd October.

"TERRA" 3,806 17th December.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For Rates of Freight and further information, apply to—

DODWELL & CO., LD., General Agents.

Hongkong, 21st July, 1902.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour:—

AUGUST ORBIS, Amr. barque, S. Amesbury.

Standard Oil Co.

ALLAN American ship, McKay—Standard Oil Co.

KELAT, British ship, John Hughes—ORDER

WE SHIP ON APPROVAL

and guarantee safe delivery.

Latest Models. Fully Warranted.

£2.10 to £4.10

TYRES, ACCESSORIES,

Free Estimates and Sewing Machines half price.

Lowest Freight Rates to all parts of the World.

Meade Cycle Co., 116, G.A.

Hongkong, 22nd July, 1902.

MEAD CYCLE CO.

Hongkong, 22nd July, 1902.

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NOTICE TO CONSIGNEE

S.S. "POLYNESIEN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London, ex s.s. "Peiho," from Bordeaux, ex s.s. "Ville de Rochefort," in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before 6 o'clock, To-day, the 29th instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Underwriter, and the remaining unclaimed after Tuesday, the 5th August, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 4th August, or they will not be recognized.

All damaged packages will be examined on Tuesday, the 5th August, at 3 p.m.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 29th July, 1902.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL AND STRAITS.

The Company's Steamship

"PINGSUEY,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 5th August, at Noon, will be subject to rent.

No Fire Insurance will be effected by us in any case.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company, within ten days after the vessel's arrival here, after which no claims will be recognized.

Optional Goods will be landed here unless intimation is given to the contrary before Noon To-day, 30th inst.

No Fire Insurance will be effected by us in any case.

DODWELL & CO., LD., Agents.

Hongkong, 30th July, 1902.

OCEAN STEAMSHIP COMPANY, LIMITED.

NOTICE TO CONSIGNEES OF CARGO EX "AJAX."

CONSIGNEES of Cargo ex the above steamer, which struck on a reef near Jeddah on or about 1st June, 1902, are notified that a portion of her damaged Cargo has arrived to-day per "PINGSUEY" and is now being landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, where it will be at their risk, and any such Cargo remaining in the Godowns after 7th prox. will be subject to rent.

No Fire Insurance has been effected.

AVERAGE BOND is now ready for Signature at the Office of the Underwriter, where Landing Account can be seen and Bills of Lading countersigned on and after 1st prox.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 30th July, 1902.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENALDER."

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns and all Goods undelivered after the 7th August, will be subject to rent.

All claims against the Steamer must be presented to the Underwriter on or before the 30th August, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th August, at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 30th July, 1902.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO, AND SINGAPORE.

The Company's Steamship

"HAKATA MARU,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless intimation is given to the contrary before 4 p.m. To-day, 31st inst.

Goods not cleared by the 5th August, will be subject to rent.

All ship-damaged packages must be left in the Godowns and notice of same sent to this Office before the 10th August, or claims in connection therewith will not be recognized.

NIPPON YUSEN KAISHA.

Hongkong, 29th July, 1902.

CARTRIDGES.

NOBEL'S SPORTING BALLISTITE.

Absolutely Smokeless and Water-resisting.

The Best Nitro-powder in the World.

Prices of 12-BORE CARTRIDGES:—

Loaded with With Powder

Powder only, and 1 oz. of Shot.

Calibre Cases, 36.25

Powder Cases, 0.85

Ejector Brass Cases, 2.50

6 per cent. discount on orders of 1,000 and over.

Apply to—

WM. SCHMIDT & CO.,

Guns, Ammunition, &c.,

Hongkong, 3rd July, 1902.

Hongkong, 3rd July, 1902.

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Hongkong, 3rd July, 1902.

POST OFFICE NOTICES

Parcel Mails for Europe, &c., per s.s. *Valletta*, will close at 3 p.m. to-day. Monday next, the 4th inst., being a Bank Holiday, the Post Office will be open for one hour only, from 8 a.m. to 9 a.m.

Correspondence for local delivery may be posted up to 9 a.m.

The Right of Post will be kept open during the time the office is closed.

The Money Order office will be entirely closed on that day.

The *Chienan*, with the English Mail of the 4th ult. left Singapore on Sunday, the 27th ult. at 10 a.m., and may be expected here to-day. This Packet brings replies to letters despatched from Hongkong on 2nd June.

The *China*, with the American Mail of the 8th ult. left Yokohama on Monday, the 23rd ult. at daylight, and may be expected here on or about Tuesday, the 6th inst.

MAILS WILL CLOSE

FOR	PER	DATE
Canton	Hongkong	Friday, 1st, 7.30 A.M.
Nagasaki and Vladivostok	Sansai	Friday, 1st, 11.00 A.M.
Singapore, Penang and Bombay	Pekin	Friday, 1st, 11.00 A.M.
Swatow, Amoy and Foochow	Haiching	Friday, 1st, 11.00 A.M.
Ma Cao	Heungshan	Friday, 1st, 3.00 P.M.
Moli	Tsurugiman Maru	Friday, 1st, 4.00 P.M.
Kobe	Argo	Friday, 1st, 5.00 P.M.
Singapore and Colombo	Silesia	Friday, 1st, 5.00 P.M.
Shanghai, Yokohama and Kobe	Konigsberg	Friday, 1st, 5.00 P.M.
Canton	Fatehah	Friday, 1st, 5.00 P.M.
Kudat and Sandakan	Sandakan	Saturday, 2nd, 8.00 A.M.
Moji, Kobe, Yokohama, Victoria, B.C., and Tacoma	Duke of Fife	Saturday, 2nd, 10.00 A.M.
Thursday, Island, Townsville, Brisbane, Sydney and Melbourne	Yaventa Maru	Saturday, 2nd, 10.00 P.M.
Europe, &c., India via Tutuicoria	Valletta	Saturday, 2nd, 10.00 A.M.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)		
(Supplementary mail on board up to the time fixed for departure of the mail.)		
Manila	Diamond	Saturday, 2nd, 3.00 P.M.
Swatow, Chafco and Tientsin	Chungking	Saturday, 2nd, 3.00 P.M.
Hobart and Peking	Haiching	Saturday, 2nd, 3.00 P.M.
Haiphong	Bombay	Saturday, 2nd, 3.00 P.M.
Singapore	Hongkong	Saturday, 2nd, 3.00 P.M.
Shanghai and Chinkiang	Hongkong	Saturday, 2nd, 3.00 P.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO	Hongkong Maru	Saturday, 2nd, 3.00 P.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER, B.C.	Empress of China	Saturday, 2nd, 3.00 P.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)		
Singapore, Penang and Calcutta	Catharine Apar	Saturday, 2nd, 3.00 P.M.
Europe, &c., India via Tutuicoria	Kiautschow	Saturday, 2nd, 3.00 P.M.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)		
Swatow, Amoy and Shanghai	Hupei	Saturday, 2nd, 3.00 P.M.
Tientsin	Kueichow	Saturday, 2nd, 3.00 P.M.
Europe, &c., India via Tutuicoria	Yaventa	Saturday, 2nd, 3.00 P.M.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)		
Manila	Sungking	Saturday, 2nd, 3.00 P.M.

TO-DAY.

Meeting of Zeland Lodge, Freemasons' Hall, 9 p.m.

TO-MORROW.

Sale, Miscellaneous, Sales Rooms, Mr. Geo. P. Lamont, noon.

Sale, 1 revision, Sales Rooms, Messrs Hughes & Hough, 2.30 p.m.

Sale, Furniture, No. 1, Albany Road, Mr. Geo. P. Lamont, 2.30 p.m.

COMMERCIAL

CLOSING QUOTATIONS.

TO	FROM	DATE
London	Telegraphic Transfer	1.81
Bank Bills, on demand		1.81
Bank Bills, at 30 days sight		1.81
Bank Bills, at 4 months sight		1.81
Credit, at 4 months sight		1.81
Documentary Bills, 4 months sight		1.81
Paris	Bank Bills, on demand	2.18
Bank Bills, at 3 months sight		2.18
Germany	Bank Bills, on demand	1.77
Bank Bills, at 3 months sight		1.77
Bank Bills, at 4 months sight		1.77
Bank Bills, at 6 months sight		1.77
Bank Bills, at 9 months sight		1.77
Bank Bills, at 12 months sight		1.77
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